

Weather

Fine and hot weather. The maximum temperature yesterday was 91.6 and the minimum 73.4, the figures for the corresponding day last year being 90.4 and 73.6.

The China Press

報陸大

The Mail Box

MAILS for America-Europe. Str. Nile, Aug. 2. FOR Europe and way ports. Str. Syria, July 26. FROM America and Europe. Str. Silver State, July 26.

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20 CENTS

HUGHES AND SHIDEHARA NOW NEAR AGREEMENT

Japan Believed Ready To Discuss Peace For Future

LIMIT OF NAVIES Also Pacific Problems May Be Nearing Solution

(U. S. Navy Radio through Reuter) Washington, July 22.—Renewed hope has evidently been awakened after the conference between Secretary of State Hughes and Baron Shidehara, and it is stated that the Japanese have agreed to a broad discussion on Far Eastern questions.

Officials here believe that the preliminary elimination of such problems as those connected with Yap and Shantung is desirable, and it is considered likely that the negotiations in regard to Yap may be renewed.

(Reuter's Pacific Service) Tokyo, July 23.—The American reply to the Japanese Government's enquiry regarding the agenda of the forthcoming Pacific Conference was formally handed to the Foreign Office today by the Charge d'Affaires, Mr. E. Bell.

It is expected that Japan will notify her decision to take part in the conference early next week. A Society for studying the problems of the coming Pacific Conference has been organized in Peking.

NEGOTIATIONS GO ON

(Reuter's Service) London, July 23.—Reuter learns from a Japanese source that the United States has not yet replied to the latest Japanese Note on the subject of the proposed Pacific Conference.

Negotiations are continuing at Washington, but Japan is not proposing any program, regarding that as not being her business.

Washington, July 22.—Officials are awaiting the result of the discussions in the Japanese Privy Council in regard to the proposed conference.

It is understood that there is reason to believe that an agreement may be reached whereby Japan will join in the full discussion both of the limitation of armaments and the Pacific problems.

AIRCRAFT SINK BATTLESHIP IN 2 BOMB ATTACK

Former German Pride Goes Down When Aviators Loose Explosive

(U. S. Navy Radio through Reuter) Washington, July 22.—According to a wireless message from the U. S. S. destroyer Leary, aircraft have demonstrated their ability to destroy capital ships to the satisfaction of the War Department officials. The 23,000-ton battleship *Ostfriesland* (Ostfriesland) was sunk 25 minutes after being attacked. Seven army bombing machines came 80 miles and dropped bombs weighing a ton each. Two that struck alongside the ship destroyed it.

Fordney Tariff Bill Is Passed

(Reuter's Service) Washington, July 22.—The House of Representatives has passed the Fordney Tariff Bill, which now goes to the Senate with a multitude of amendments. It is expected that the bill will return to the House of Representatives much changed.

(U. S. Navy Radio through Reuter) Washington, July 22.—The Fordney Tariff Bill has passed the House of Representatives by 239 votes to 271. As the bill stands at present, it will be admitted free. A proposal to impose a 15 per cent duty on long-staple cotton was defeated.

STRIKERS GO BACK

(U. S. Navy Radio through Reuter) San Francisco, July 22.—The marine engineers who have been on strike for some time past have decided by vote to return to work immediately.

Chairman Of Interstate Commerce Commission



Edgar E. Clark

MR. J. H. DOLLAR GOES TO STATES BY THE EMPRESS

Canadian Pacific Liner Takes Many Prominent Passengers For America

When the tender *Alexandra* cast off from the Municipal Jetty yesterday afternoon with the outgoing passengers for the steamer *Empress of Asia* a remarkable demonstration of leave taking was staged in honor of Mr. J. Harold Dollar, who with Mrs. Dollar and their two sons, and daughter are sailing for America.

Great feasts of fireworks on shore and on junks in the river were set off and the general impression given was that of a number of batteries of machine guns in action. As the tender gained way and started down river a great brazen chorus of whistles from craft in the harbor was raised and followed the tender on its way.

The sailing of the *Empress of Asia* followed that of the steamer *Euclid* of the Pacific Mail which left Hongkong and Manila early in the morning.

Among those who left on the *Asia*, which is bound for Vancouver, British Columbia, by way of Japan ports were: Mr. Joseph Baring, Maj. George Bury, and Mrs. Bury, Mrs. E. Buchanan, Mr. Anne Walter Fearn, Mr. and Mrs. R. G. Gold, Mr. W. S. King, Mr. E. A. Laver, Mr. and Mrs. R. A. Lanning, Mrs. E. S. Little, Mr. C. N. Mallouk, Mr. William A. Lian, Miss Helen Montgomery, Mrs. William Morris, Dr. and Mrs. T. S. Marland, Miss Thelma M. Olsen, Mr. R. E. Toeg, Mr. and Mrs. H. M. Tibbey and Mr. T. H. Wiggin.

Among those who left on the *Empress of Asia* for Japan were Mr. and Mrs. Gilbert Davies, Mr. V. Reid, Mr. A. J. Beeson and Mr. W. W. Woodbury.

POLICEMEN GET SACK FOR LAX WORK IN STRIKE

Trucker Jailed For Leading Mob And Inciting Riot Against Japanese

(U. S. Navy Radio through Reuter) Turlock, Calif., July 22.—Two policemen have been discharged for failure to enforce the law. Some ranchers are employing guards to protect their employes. Martin Falquist, a truck driver, has been arrested and charged with kidnapping, inciting to riot and leading the mob.

Presto! Latex Is Rubber By Device Wickham Invented

(Reuter's Service) London, July 22.—In the presence of many experts, a demonstration was given in London today of the capabilities of a machine invented by Sir Henry Wickham, the well known pioneer rubber planter, which, it is claimed, will transform latex into hard-cured rubber in a few minutes, at a fraction of the cost which present methods entail.

W. S. Fleming Arrested On Criminal Libel Charge Preferred By Fessenden

Correspondence Regarding Philippine Bank Case Cited In Complaint Against American Attorney Who Declines Statement

Mr. William S. Fleming, senior member of the American law firm of Fleming, Davies and Bryan and for more than a decade one of the prominent figures in American legal practice here, was arrested yesterday on an information issued in the American Court for China, charging criminal libel. A preliminary hearing in the case will be held Tuesday morning before United States Commissioner F. J. Schuhl.

After the serving of the summons when Mr. Fleming accompanied Deputy Marshal Gardner to the American Court, bond was fixed in the sum of \$1,000 by Commissioner Schuhl and a check for this amount was given by Mr. Fleming without comment. Later when questioned concerning the charge made against him Mr. Fleming asserted that he had nothing to say.

The charge of criminal libel is made on complaint of Mr. Stirling Fessenden, senior member of the American law firm of Fessenden and Holcomb, successor to the firm of Fessenden, Rose and Holcomb and grows out of statements made in the course of correspondence between Mr. Fleming and Mr. E. W. Wilson.

Big Bill Shatoff Noted I. W. W. Agitator Now Runs Siberia Railways On Capitalist Basis

Admits He Is Anarchist But Seeks To Make Country Rich Before Socialistic Program Goes Into Effect

Chita, July 7.—Six, seven years ago I had read in the papers occasionally of "Big Bill" Shatoff, I. W. W. organizer on the Pacific Coast, engaged in the pleasant task of destructively criticizing our American industrial life, if not destructively doing a bit more than mere verbal criticism. Later on I had heard of him as chief of police in Petrograd during the very hottest days of the revolution—which seemed another quite congenial task for his temperament as it had been pictured in the press reports. And now I was to meet him as the Minister of Transport of the Far Eastern Republic, face to face with one of the most difficult constructive tasks, that of running a railway which had been severely damaged and robbed in three years of civil war, running it by means of Russian workers whom his government could not pay, while at the same time the Japanese were holding the terminus and port, Vladivostok, where they were subjecting his railroad to all manner of chicanery. He had promised to meet me in the restaurant of the Chita City Park at nine o'clock and naturally I was looking forward to the meeting quite eagerly.

He came about fifteen minutes late, excusing himself by saying that he had been at a meeting of the various ministers to discuss the economic situation, a meeting that had begun at five and would probably last till midnight. He had taken the opportunity of slipping out while the debate was at its hottest.

I had finished my dinner, he drank a bottle of lemonade, and then we went outside to stroll under the trees. At one end of the park a band was playing for roller-skaters, at other was a stage where the public was being entertained by singers of Russian folk songs, dressed in the style of the Cossacks; ballet dancers and story tellers. And everywhere on the paths strollers were passing up and down in the pursuit of happiness.

Shatoff is a stocky, broad-shouldered man with a vigorous face of Semitic cast, short, curly dark hair, a big mouth that frequently smiles—kindly or impudently, while amidst his proportions are truly Falstaffian. He wears a cap, a Russian shirt (which makes collar and necktie unnecessary), and a light, unpressed suit. He carried a cane, but no bombs and no pistols. In general there is about him the air of rough good-fellowship, with occasionally a touch of the infant terrible. Of the many languages which he says that he has picked up in the course of his travels round the globe—English, pro-

laine, German, French and so on, he used in the course of the interview only the first two—and both of them very well, with but a slight Russian accent.

INVITES QUESTIONS When our cigars were lighted he asked me to fire away at him with questions. I began with: "As Minister of Transportation, what have you done?"

"I came in as Minister of Transportation just after our troops had driven Semenov off of Chita, and everything was in the greatest disarray imaginable. On the Amur line 412 bridges had been blown up, thousands of cars had been burned, millions of dollars worth of supplies that were badly needed for repair work had been taken out of the country to be sold at Harbin or Vladivostok and worst of all, the workers had deserted because everybody was scared to death of the Reds. Our soldiers were very cocky over their victory and they acted as though they owned the railway. They lived down at the station in the best cars with their wives and children and blocked all work right and left. So I went down there with my revolver, and since I have the reputation of shooting when I am absolutely necessary, I soon got them to respect the orders of the Minister of Transport. As a Ministry I had one room for an office, with one clerk; you see, the direction of this railroad had been formerly at Irkutsk, which is in Soviet Russian territory."

"Finally I managed to get the top floor of a department store building for my use. I had the walls whitewashed, tables knocked together of rough pine boards, placards put on the various doors telling what kind of business should be carried on in each room—and thus I set up the Ministry. When the 20,000 workmen on the railroad, the Amur boat men and the coal mines said that I meant business they came back to work. Then I sent out for engineers and began to put the road in shape."

"How did you get engineers? I understand the 'Intelligentsia' boycott you Reds. Did you offer them big salaries?"

"You see, they didn't so much boycott us; they were rather scared of the Reds more so than they were of Semenov. But when they realized that I was here to do some real constructive work, they came and joined. They are not stupid; they realized that I meant work with us or not work at all. Big pay? Hell, no! I never made a promise that I have not been able to keep, and I couldn't possibly pay anybody big wages. We have no money. The government tells me that I can (Continued on Page 6)

TELLS IRISH ACTION NOW IS PATHWAY TO FREEDOM

De Valera Given Ovation On His Arrival In Ireland

PEACE IS IN GRASP Perform In Future As In Past Two Years And We Will Win

(Reuter's Service)

London, July 22.—On his departure for Dublin today, Mr. de Valera was bidden farewell by a small but enthusiastic crowd of partisans, whom he addressed in Irish and English. He said that the immediate future was uncertain, but that he was most confident of the ultimate success of the Irish cause.

London, July 23.—Mr. de Valera had a huge reception on his arrival in Dublin, and was obviously in good spirits. Speaking in response to appeals from the crowd for a speech, he declared: "By acts, and not by talking, will the nation achieve freedom. If we act in the future as we have done in the past two years we shall not have to talk about peace; we shall have it."

FRENCH OFFICIAL, BITTEN BY DOG, IS NEAR DEATH

Albert Charles Gayot, Chancellor At Consulate, In Serious Condition

Physicians of Shanghai are puzzled over the mysterious case of Albert Charles Gayot, chancellor of the French Consulate, who is at the point of death in St. Mary's hospital, following the development of a bite from his own dog.

The history of the case is curious. Mr. Gayot was probably bitten less than a month ago. The dog, which was a small pet, showed symptoms of the rabies, and died shortly after being taken to the veterinary. Mr. Gayot reported for Pasteur treatment but the actual wound did not show at that time.

A week ago he became paralyzed from the waist down, and is still in a very low condition but conscious. Extremeunction was administered, though there is still some hope of his recovery.

Mr. Gayot, who is 40 years old, came to Shanghai in 1906, and except for a short residence in Manila as vice-chancellor to the French Consulate has been here ever since. He recently returned from a visit to his family in France.

MUST WATCH DOGS

Following the campaign of the French police against loose, unmuzzled dogs the public is advised that hydrophobia is often very deceptive in its early symptoms. Long before the dog actually goes mad seeking water, and foaming at the mouth, it shows symptoms which should cause confinement.

If the household pet develops a tendency to hide, and to show bursts of extreme affection, all the while amenable to its master's voice, it should be carefully watched, for at that stage of rabies the saliva is virulent.

Later the dog will tear up everything it can get its teeth into, and surprise its master by suddenly leaping from a position of repose, dash toward the wall or moving objects. It is not until the last stage that the familiar constriction in the throat appears, when the dog has difficulty in swallowing, and brushes its throat with his paws.

The French police report the capture of 36 unmuzzled dogs since July 1. Some have been killed; others are kept in the pound awaiting possible reclaiming by owners.

Nine Millions Will Move German Grain

(Reuter's Service) New York, July 22.—A bankers' syndicate has arranged to extend a credit of \$9,000,000 to finance grain shipments to Germany.

Washington Women Attend International Trade Conference In Mexico



On the invitation of the Mexican Government, four prominent Washington, D. C., women are now in Mexico City to attend the International Trade Conference there. It is the first time that women have been invited by a Government to such a conference. Before leaving Washington the delegation called on President Harding at the White House, and the photo shows them leaving the Executive Mansion. Left to right: Mrs. Agnes Young, Mrs. Katherine C. Gould, Mrs. L. N. King and Mrs. Gertrude De Rojas.

Missions Oases Of Delight To Weary Traveler In China

By Bruce Hopper

What oases in the desert are to the thirsty caravans the mission stations of western China are to the traveler in that remote wilderness of unrivaled beauty and burning waste.

Caravan travel has not been caught in the scramble for easy chair comforts. One trudges after the mules in the manner of Biblical days, sweating in the noon day sun, footsore and fagged long before the evening camp is reached.

After days and weeks of blazing trail, sometimes in localities not recorded on the vague maps the caravan comes at length to a village claimed by the Christian church as its own. Perhaps the spot is not marked by a cross on the map, and he does not know that rest and communion with a fellow exile from home is in store. But the villagers soon tell him a Chang Fu, a black robed father of the Roman Catholic church is there, or a party of Protestant missionaries, who conduct a dispensary and tell a story of religious faith.

WELCOMED WITH WINE News travels on the wings of the Tibetan wind, and he lands the missionary waiting to receive him. A talk fest is in order, but if the mission is Roman Catholic the worthy father brings out a bottle of old wine that has a long time been cooled in Chinese earth. The traveler accepts the refreshment with the craving of one who has been denied acids and piquant food for months. Never does wine contain such sparkling laughter of peasant maids, and the morale soars accordingly.

What would two human beings talk about when accidentally meeting behind the beyond? Some people wonder. These two are hungry for conversation with their kind, and talk feverishly, as though one hour remained before death, and all the past had to be told in that time. The father is eager for news of France, and the stirring events of the whole world. He generally knows the outline of the results of the war, but little of the road conditions of solid-disant peace. Tales of the road are repeated, and rumors about the doings of this military chief, or the latest raid of the Lolos. The traveler acquires his only authentic information about roads and places ahead, and much valuable advice concerning possible routes.

BATHING A LUXURY The hospitality of the mission includes a glorious bath, and a temporary change of clothing while the servants wash articles of road wear. There are no ointments of spikenard and myrrh, to be sure, but the ablutions are welcome in the heavy porcelain tub. Most likely the traveler has been reduced to wearing grass sandals of the country, and thus the Biblical analogy is apt.

And soon the boy announces dinner, a frugal meal compared with the bountiful tables of

SIX BOB CUT OFF MALE WORKMEN AMONG FARMERS

600,000 Affected By Reduction Which Has Time Limit Of One Month

(Reuter's Service) London, July 22.—The Agricultural Wages Board, on which both farmers and workers are represented, has decided to issue forthwith a statutory notice of proposal to reduce the minimum rate of wages of adult male workers by six shillings a week, and of others in proportion, provided that the minimum wage of adult males is nowhere under 42 shillings a week. A month is allowed in which objections may be lodged. Six hundred thousand workers are affected by the proposed reductions.

FRANCE IS EMPHATIC ON SILESIA SITUATION

Wants Reinforcements And Urges Allies To Send Aid

OUTLOOK GRAVE Present Force Insufficient To Maintain Order Is Opinion

(Reuter's Service)

Paris, July 23.—The French Government has addressed a further Note to London, again urging the despatch of reinforcements to Upper Silesia before the convoking of the Supreme Council with a view to enforcing the Allied decision on the partition of that territory. The Note further advocates the establishment of a commission of experts to consider the technical side of the problem.

It contends that the situation is very serious, and says the forces at the disposal of the Inter-Allied Commission are insufficient even to maintain order. It further intimates that France has again demanded that the German Government shall prepare for the possible transport of a French division to Upper Silesia.

ECONOMY COMES IN QUESTION AS TO DUMPING

Board Of Trade Must Be Convinced Industry Needs Protection

(Reuter's Service)

London, July 21.—In the House of Commons yesterday, an important new clause was inserted in the Safeguarding of Industries Bill, which has reached the Committee stage. The clause, which was submitted and approved on the motion of the Government, provided that no order for the imposition of the duty in respect of dumping shall be made unless the Board of Trade is satisfied that the industry, it is desired to protect, is being carried on with reasonable efficiency and economy. Mr. George Terrell (Unionist) declared that this was a "wrecking" amendment which had been engineered by the Free Trade supporters of the Government.

The Safeguarding of Industries Bill provides for the imposition of a 33-1/3 per cent ad valorem duty for a period of 5 years on certain commodities, regardless of the country from which they are imported, to protect British manufacturers against the dumping of foreign goods.

YANGTZE CLOSE TO RECORD WHEN RIVER IS ANGRY

Navigation Through Gorges Is Suspended By High Water Flooding Port

(Reuter's Pacific Service)

Ichang, July 18 (delayed).—The river reached a height of 51 feet 3 inches yesterday, the second highest in the history of the port. The embankment protecting the South Lake suburb has been broken and much property flooded including the premises of the British-American Tobacco Company and the Chinese Telegraph Office. Navigation up-river to Chungking has been suspended and steamers from Hankow are reported in the country between Hankow and Ichang. The water is now receding.

With reference to the above message, Reuter's Ichang correspondent writes that the local Telegraph Department refused to accept it as a telegram as their premises were flooded and their instruments were out of order. It was also feared that the flooding of the country would have brought down much of the telegraph wires. The correspondent was consequently obliged to send the news by the first mail.

PHILIPPINES GIVEN RIGHT TO INCREASE DEBT ISSUE

Islands Given Power To
Issue \$30,000,000
Against Revenue

WOOD EMPHATIC

Bankruptcy Faces Gov't.
Is Preliminary Report
On Situation

(Reuter's Pacific Service)
Manila, July 23.—President Harding has signed the Insolvency Bill doubling the Philippine debt limit, according to Acting Governor Yeater.

The Philippine Island government faces bankruptcy unless immediate relief is provided was the distinct surprise from Major General Leonard Wood which caused such a stir in Congress that leaders got together immediately and began plans for emergency legislation to put the finances of the island possessions in better condition.

General Wood's plea, sent to Congress through Secretary of War Weeks, declared the danger of the situation in the Philippines cannot be over-estimated. He urged that no time be lost in extending the debt-making power of the Philippine government from \$15,000,000 to \$30,000,000.

The cablegram from General Wood declared that the government cannot "purchase exchange even by most current running expenses payable in the United States." The local bank of the Philippines, he said, has been asked not to present circulating notes for redemption whose cash reserves are now about 10 percent of legal requirements.

NEED NOT REALIZED
While the Administration has knowledge that the financial structure of the islands government was not as sound as it should be, due to the failure of the past two Democratic Administrations to provide for its development particularly during the war, it was not generally realized that its situation is as critical as General Wood's communication made plain. Some steps had been taken since the new Congress convened to enact the necessary legislation, but in the rush of other important matters these have been delayed from time to time.

In transmitting the cablegram today, Secretary Weeks seconded the strong language General Wood uses.

The net result is that the Philippine relief legislation is to be given preference and rush through Congress in advance of other scheduled legislation. A bill providing for the increase of the amount of the national debt of the islands has already been introduced and it will take only a few days, in the belief of leaders, to put it through both Houses.

General Wood's cablegram said "The government cannot purchase exchange even to meet current running expenses, payable in the United States, and has to ask our local bank not to present circulating notes for redemption. Cash reserves are now about 10 percent of legal requirements."

"If the bank should fail I would mean practical bankruptcy of the Philippine government which would continue until resources became available, besides bankrupting many provinces and municipalities which have been required by law to deposit a funds with the bank."

"We feel the faith of the United States is pledged in support of solvency of the Philippine government, and the situation is so critical we concur in urging immediate relief on the general lines recommended by the Governor General in extending debt-making power of the government."

Acting Governor General Yeater joined with General Wood in the plea. The cablegram from him declared the "situation is constantly getting worse."

Secretary Weeks also sent to Congress a communication from a Mr. Fairchild, one of the leading American business men of the Philippines, which declared the government's revenues are falling short, particularly in customs receipts and sales and income taxes. "All export products are stagnant; prices are falling in many cases below the cost of production," he said. "Many failures are recorded. All attempts to obtain financial relief for business enterprise from sources other than the Federal government fail because of uncertainty regarding the future political status."

Smiles from the Mixed Court



Ng Zang-foo was engaged in the reasonable occupation of selling fans. In the course of his activities he came to a tea-shop in the Loong Zien Yuen and paused before its doors to chant dulcetly of the benefits and pleasure to be gained through the simple process of purchase and agitation of samples of his wares.

As Ng stood there and agitated the customers there came Tsang Ah-ding and Sung Ah-fong, who began inspecting his stock. They put his fans through all the approved tests and finally selected a pair. Tucking them into their pockets, they moved on. Ng followed, mentioning prices.

Tsang and Sung exhibited signs of annoyance. Ng continued to mention prices, somewhat reduced. The others again expressed irritation, considerably augmented. The neighborhood began to assemble and take an interest in the discussion, and by the time the C.P.C. on duty at the next corner arrived the argument had got so involved that he had to call for assistance in order to try to get into his constituents' parts. He then took the trio to the station, where they were allocated to different cells, and next morning they were turned loose and told to behave.

All went well for about a hundred yards, and then Ng brought up the topic of payment for those fans. Tsang—according to the tale told later—responded to this by reaching into an adjacent shop and picking up a substantial blackwood stool, which he proceeded to bend all out of shape by swinging it repeatedly and energetically against Ng's skull. Sung appeared to be contentuous to a lacksmith shop, from which he borrowed an iron rod. He was applying this to various hastily selected sections of Ng's anatomy when the police arrived.

Tsang and Sung were an air even more injured than Ng when they appeared in Court. Tsang said that he was hurrying home to explain to the family that he had been unavoidably detained the night before when he noted that this turbulent fellow Ng had one and got into some more trouble. Heaven was only too well aware that he had no incentive to go to Ng's aid, but, still, all he could not bear to see anyone in trouble, so he went back to try and mediate—and was arrested for his pains.

Sung said that he, too, wanted nothing further to do with Ng after the unpleasant experience of the night before. As soon as he was released from jail he had started back to his place of employment in Yangtseepoo. He was late and naturally was surging. And the hyper-unsuspicious police had grabbed him on the theory that he was trying to escape from consequences which he had done ostentatiously nothing to invite.

The Court briefly regarded Ng's battered facade and then instructed the attendants to escort Tsang and Sung to a large roomy building in Ward Road where apartments would be reserved for them for one fortnight.

ANOTHER TRUISM FLUTTERS
With \$4 worth of the stuff hat dreams are made of cuddled rapturously beneath his elbow Lee Hing was wending his way homeward along Wuhu Road, his mind roily suffused with anticipatory imaginings. He turned into an alleyway which afforded a short cut to his home.

The alleyway was apparently deserted, but Lee had threaded its gloom for only a short distance when he was confronted by three men. One shouldered him roughly into the wall, another slapped his face and the third deftly extracted the packet from beneath his arm.

There being no one around, Lee explained to the Magistrate at the Mixed Court yesterday, he

did not waste his breath in shouting for assistance, but sat down upon a stone and waited. Lee had evidently been reading detective stories solved on the principle that the criminal always returns to the scene sketched in the opening chapter, for when a dim figure moved up the alleyway he waited until it was abreast of him and then hurried himself violently upon it, beat it into quiescence and dragged it away to a policeman. The policeman assisted in hauling Lee's captive to the station and a charge of snatching opium was put upon the records.

Next morning the prisoner had recovered sufficiently to state that his name was Lien Chen-tsz, that he was by way of being a hawker of foods and that he had been most unaccountably but effectively assaulted by someone in an alleyway off Wuhu Road as he was proceeding to his home the night before.

Lee was positive that Lien was the man who had robbed him. The court asked for proofs.

"I know he is the man because my pocket was torn," said Lee, and leaned back to watch the thunderbolt of the law smite the man in the dock.

The Court was obviously minded to consign Lee to the cuckoo cage and Lee exhibited further qualifications for mention when Lien was told that he had the sympathy of the bench and that he might go home.

Mixed Court Jottings

Mrs. Bluchet, a Russian resident living at 142A Bubbling Well Road, appeared in the Mixed Court yesterday on complaint of the Municipal Revenue department, which alleged that she had failed to pay Tis. 150, general Municipal rates. Mr. R. C. Patten asked that the court make an order for payment to be made by August 2, to which the defendant agreed, and the order was made.

The chauffeur charged with reckless driving who ran down and injured a Chinese on Houan Road last week was released on \$200 bail yesterday. The case being remanded for appearance of the injured man. A coolie caught driving a car without a permit Friday night was fined \$15, with the alternative of two weeks' imprisonment.

Four Chinese appeared yesterday on the charge of being in possession of, with intent to circulate, \$41 worth of counterfeit coins. A remand of a week was given to allow further police investigation.

Keepers of opium dens at 2946 Yangtseepoo Road, 1977 Siza Road and 940 Houan Road yesterday were ordered to pay fines of \$30 each or go to jail for one month. In the latter case the keeper of the premises was also fined \$20. Fourteen smokers were fined \$2 each and four forfeited bail of \$5 each.

REPORT IS FALSE
(Reuter's Pacific Service)
Peking, July 21.—In reply to inquiries concerning the reports that have recently appeared in the Chinese papers, to the effect that Mr. Hu Wei-teh, Minister to Tokio, had submitted his resignation, Reuter's Agency was officially informed this morning that there is no truth in those reports. Mr. Hu recently asked for leave, but up to the present his request has not been granted.

New Cotton Trust Bank Here Selects Board Of Directors

Mr. Zee Pin-wei Will Head
Enterprise Launched By
Merchants

Officers of the Cotton Trust Bank of Shanghai were elected at a promoters' meeting of the new enterprise yesterday in accordance with the Chinese Commercial Association ordinance. Mr. Zee Pin-wei presided at the meeting, which was attended by all the important shareholders of the company.

Nine directors and three supervisors were elected by ballot. The directors elected were Messrs. Zee Pin-wei, Woo Ling-shu, Cheng Soong-tung, Kang Chung-mu, Tsao Hsing-tao, Li Chin-chwang, Wen Lan-ting, Pien Jui-shing and Yu Foh-chien; while Messrs. Yung Chung-sung, Feng Ping-nan and Chih Shih-tze were elected supervisors.

This Bank has a very promising future in the building and cotton industrial circles as the majority of its members are leading cotton-yarn merchants and bankers.

The bank has a very promising future in the building and cotton industrial circles as the majority of its members are leading cotton-yarn merchants and bankers.

THE COUNSEL of EXPERIENCE to YOUTH

"Opportunities will come to you as they fall to the lot of all men. But unless through saving you have created a surplus fund you will never be able to take advantage of them."

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'Faust' Is Sung In Telling Effect By Russian Co.

The love music of Gounod's opera "Faust" has thrilled the world for sixty years, and its reception at the Lyceum theater last night showed that the sad story of Marguerite has not lost its spell.

Marguerite, sung by Miss Mashir, on her way to church, in the garden the arch-tempter, Mephisto and through the successive dramatic scenes of her infatuation for Faust, was sweetness, maidenly modesty, and delicacy of the "air."

The rich timbre in Miss Mashir's voice drew the sympathetic applause of the audience for the "Lullaby" aria. The death scene of Valentine was her triumph of the evening. Her soft high notes carried to the far recesses of the theater, and delighted all who were there to hear.

Mr. Karlash's full bass, and vigorous stage art, made Mephisto the dominating figure of most of the scenes in which he appeared. In the mandolin scene before the cottage door he was the gloating devil, masquerading as lover for Faust. His mockery reaches its height in his contempt for Valentine who appears to answer for his sister's shame. The satanic laughter which greets him was Mr. Karlash's greatest score.

The dramatic hit of the performance was the great quartet, Faust, Marguerite, Mephisto and Martha. Humor was given the situation by the cleverness of Mephisto in romping Martha around the garden while Faust sang to Marguerite, adding a note of comic relief.

Faust was well sung by Mr. Daniloff, the tenor star of the company in love scenes. Mr. Radef, as Valentine, and Miss

Valentinova as Siebel, were excellent in their parts.

The chorus work in the village dance scene and the return of the soldiers was justly applauded. The famous Soldiers' Chorus, known to every high school student, was sung with

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The chorus work in the village dance scene and the

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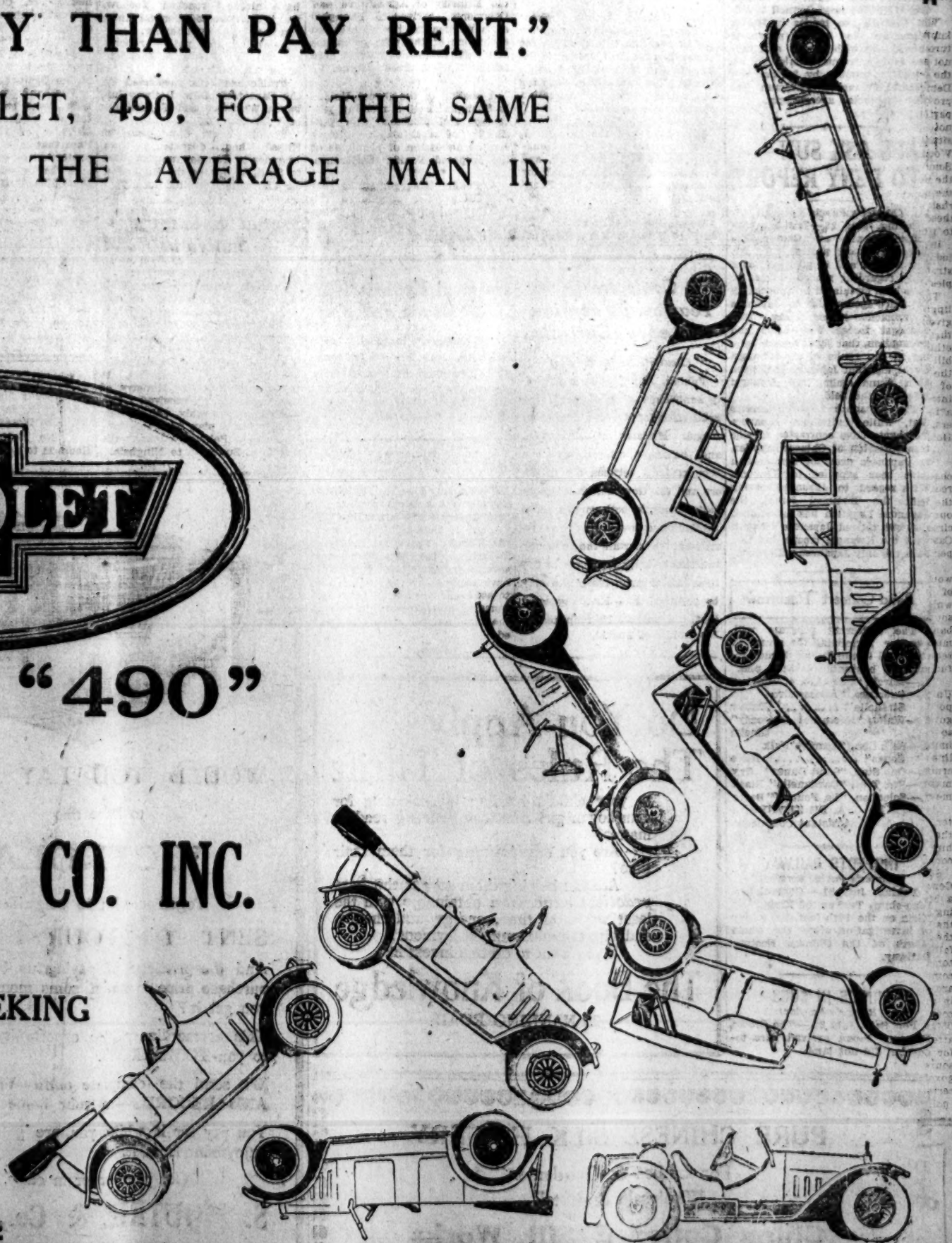
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DOCTORS SPEAK AT CONFERENCE HELD IN KULING

Medical Missionary Association Hears Talks By Dr. Peter, Dr. Gray And Dr. Sargent

Under the auspices of the Kuling Medical Missionary Association, a series of lectures on health problems was delivered by Dr. J. H. Gray, honorary secretary of the Far Eastern Olympic Games, Dr. W. W. Peter of the China Public Health Council and Dr. Clara A. Sargent. The discussions took place in the Medical Hall, Kuling, beginning Tuesday and ending yesterday.

Dr. Gray spoke on the physical education in the schools, medical inspection of school children and efficiency tests for students. Dr. Peter discussed the present health conditions in China and abroad and the work of the China Public Health Council supplementing by his talks by health films.

Dr. Sargent's topics were: prenatal care of the mother, care during the convalescent period, care of the baby, infant feeding and milk formulas.

LOOTING LOSS IS CONCERN OF CHINESE

(Reuter's Pacific Service)

Peking, July 21.—The Commissioner for Foreign Intercourse has been instructed to carry out a joint investigation with the foreign representatives concerned into the losses suffered by foreigners in the recent looting by Chinese troops. It has been decided that the losses will be made good by Hupeh Province.

At a discussion regarding the mutinies at Wuchang and Ichang the High Military Council decided that all the troops in Hupeh belonging to other provinces should be withdrawn, and that the Hupeh troops should be reduced in number by 30 percent. General Wang Chuan-yuen has been instructed accordingly.

JAPS ASK SUN TO DENY REPORT

(Reuter's Pacific Service)

Peking, July 21.—The Japanese Consul-General at Canton has lodged a strong protest with Dr. Sun Yat-sen and is pressing for a reply regarding reports alleged to have been circulated in America by Dr. Sun's agents that the Japanese Government is supplying the Kwangsi forces with arms and ammunition, that Japanese are fighting in the ranks of the Kwangsi forces, and that Japanese dead have been found among the Kwangsi forces in the field.

The Japanese Legation asserts that, while individual Japanese merchants have contracted for the transportation of Chinese supplies, no Japanese arms or ammunition have been supplied to Kwangsi. With regard to Japanese serving with the Kwangsi forces, the Japanese Legation has ascertained that one retired Japanese officer is with the Kwangsi troops, but that he is the only Japanese with them.

Band Concert Tomorrow

The following program will, weather permitting, be given by the Band in the Public Garden tomorrow, beginning at 5:30 p.m.

- 1.—March, "The N. C. 4" Bigelow
- 2.—Overture, "Allessandro Stradella" Flotow
- 3.—Waltz, "Nocturnal Butterflies" Lincke
- 4.—Selection, "Spanish Folk Songs" Relle
- 5.—One Step, "Sand Dunes" Gay
- 6.—Fox Trot, "Dardanella" Black
- 7.—Selection, "La Poupee" Bayer

A. DE KRYGER, Assistant Conductor.

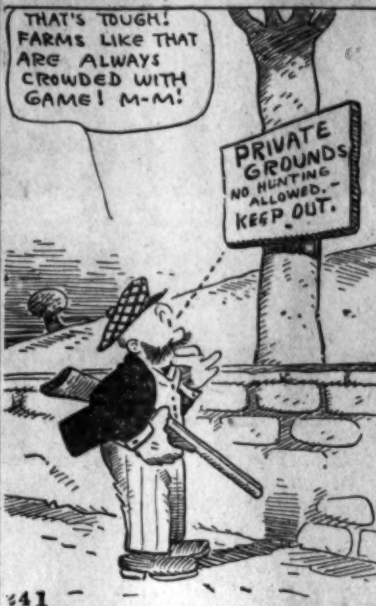
INSPECTS RAILWAY

(Reuter's Pacific Service)
Peking, July 21.—General Sun Lien-chun, Tuchun of Kirin, left Kirin on the 19th inst. on a tour of investigation along the whole length of the Chinese Eastern Railway.

PRINCE IN SUEZ

(Reuter's Service)
Port Said, July 22.—The Crown Prince of Japan arrived here today but did not land.

MUTT & JEFF



My Word, But Ain't Jeff Terribly Polite?

By Bud Fisher

News Brevities

Mr. E. S. Little, the Australian Trade Commissioner, was the guest of honor at a dinner given by local Chinese at the Yi Ping Shang on Friday night.

Admiral K. K. Lang, Chief of the Admiralty, is to be given the title of Chen Wei Chiang-shun. He will be succeeded by Admiral Chiang Chen.

Over forty villages have been flooded in Shantung on account of overflow of the Yellow River at Kungchiati.

The German Acting Minister to Peking, Herr von Borch, has handed over the title deed for the former German Drill Ground in Peking to the Ministry of Foreign Affairs. The land will be used for an international recreation ground. It is understood.

Mrs. Boyd and the Miss Boyd, Chief Inspector Kerr of the Hongkong Police and Mrs. Kerr, and Mr. and Mrs. Henington, left for Weihaiwei on the steamer Feng-tien yesterday.

Among the passengers who left for Pootoo on the Kiangteen yesterday were Messrs. A. P. Naser and V. H. Bourne and Mr. and Mrs. E. G. Tait.

Mr. P. E. Jamison, Mr. and Mrs. J. Samuel and two children and Mrs. G. D. Musso and four children are leaving this morning on the Porihos.

General Liu Shih-shih, former Tuchun of Kweichow, is on his way to Shanghai from Hankow, according to a Hankow telegram received here yesterday.

Mr. Chen Yin-lung, an agent of the Ministry of Agriculture and Commerce, arrived in Shanghai on a mission to investigate the conditions of the new exchanges and trust companies started here during the last three months.

A section of the Street Unions in Shanghai held a meeting yesterday and discussed the possibility of organizing a society for the discussion of problems of the proposed Pacific Conference.

A Peking telegram states that the Cabinet has sanctioned the application of the Bank of China and South Sea, Ltd., Shanghai to issue bank notes.

HUNAN AND HUPEH NEAR FIGHTING IN PROVINCE FIGHT

Wu Pei-fu Sticks Fist In Quarrel That Brings Some Complications

(Reuter's Pacific Service)

Hankow, July 23.—According to reports from both native and foreign sources it is highly probable that fighting will shortly break out between the troops of Hunan and Hupeh, as the former are proposing to take the latter Province.

The Hunanese are stated to have already reached Yochow, and to have elected General Kung Kang as their commander.

According to native reports General Wu Pei-fu is likely to assist the Hunanese.

Traffic has been suspended on the Canton-Hankow Railway between Wuchang and Yochow except for troops.

Tuchun Wang Chuan-yuan of Hupeh has despatched two brigades to Yangiowtung and two to Sinti, to oppose the Hunanese. No alarm is exhibited locally.

Would Extend Suaiyuan Road

(Reuter's Pacific Service)

Peking, July 21.—The Wai-chiaopu has suggested to the Ministry of Communications that, owing to the absence of communications in North-west China, progress in the construction of the North-Western Railway should be made as soon as possible. It is reported that the Ministry of Communications received this suggestion favorably, and is now considering a plan for the extension of the Peking-Suaiyuan railway from Suaiyuan to Ninghsia.

Scandinavian-Sino Bank Is Promoted

(China Press Correspondence)

Peking, July 21.—The Government today granted a charter to the Sino-Scandinavian Bank. The bank was promoted by Chinese and Scandinavian capitalists and was organized to meet the growing need of a Scandinavian financial institution in Peking. The business of the Scandinavian countries and especially Norway is growing in the Far East and the bank will meet the needs of this commercial expansion.

The Chinese promoters are Mr. Kiang Tien-tu, former Acting Minister of Agriculture and Commerce, Mr. Chang Kuo-kan, at present chairman of the Ping-chuan-yuan, the brothers of Mr. Pa Pu, Acting Minister of Finance, the brother of Premier Chin Yun-peng, Mr. F. T. Sung and Mr. Heia of the Cabinet secretariat office.

The bank plans to undertake a note issue but only after the fullest co-operation with the Minister of Finance and along lines that will guarantee ample protection to every note holder.

A charter was also granted to the China South Sea Bank. Its promoters are largely Chinese overseas merchants and prominent capitalists in Shanghai.

STERLING EXCHANGE

(French Wireless through Reuter)
Paris, July 22.—The closing rate of the pound sterling quoted on the Paris Bourse today was francs 46.30 1/2.

DR. R. HOLPER, M.D.

(Bordeaux University, France)
Specialist in Venereal, Urinary and Skin Diseases.
No. 15 Nanking Road.
Hours 11 to 1 and 4 to 6. Tel. C. 736.

Fan Cools Ire Of Teachers; Vacation Leave Curtailed

(Reuter's Pacific Service)

Peking, July 22.—It is officially announced that through the good offices of Mr. Fan Yuan-lin, former Minister of Education, and others, a compromise has been reached between the teachers and the Government which is satisfactory to both parties. The teachers are now urging the Government to curtail the summer vacation in order that some of the time lost through the strike may be regained, and have suggested that the schools be reopened in the middle of August.

German Exports Hit High Mark For Year

(Reuter's Service)

Berlin, July 22.—It is semi-officially announced that German exports for the year 1920, excluding gold and silver, amounted to 69,300,000,000 marks.

ASKS INFORMATION

(Reuter's Pacific Service)

Peking, July 21.—The Ministry of Commerce has telegraphed to the Civil Governor of Kiangsu, instructing him to have inquiries made by the Kiangsu Provincial Industrial Department into the character of several industrial exchanges that have applied for registration, and to ascertain whether all these new concerns are necessary, in view of the large number already registered.

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You pay for it while you are getting your enjoyment from it.

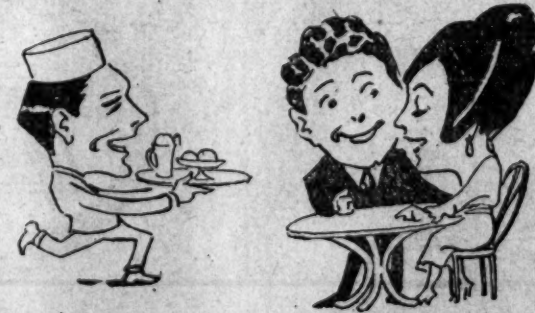
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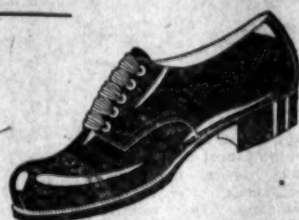
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BY THE P. & O. S.S. KALYAN WE HAVE RECEIVED THE FIRST DELIVERY OF OUR FAMOUS PRE-WAR FOOTWEAR—MADE IN NORTHAMPTON, AN ALL ENGLISH BOOT—STOCKED IN THIRTY STYLES—PERFECT FITTING—SOLID ENGLISH LEATHER—HALF SIZES—ONE OF THOSE HIGH GRADE MAKES OF FOOTWEAR THAT HAVE MADE NORTHAMPTON FAMOUS. SEE OUR WINDOWS. WE EXTEND AN INVITATION TO THE MEN OF SHANGHAI TO COME IN AND SEE THESE SMART SHOES.



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"SOEASY" SHOES
Black Stout Real Box Calf Blucher Double Soles of extra Good Quality Oak Tanned leather.
Guaranteed for Hard Wear and SOEASY.
Price \$16.60



Style No. 161
"SOEASY" SHOES
Beautiful Dark Brown Willow Calf Blucher Oxford. Elegant Comfortable round toes. Walking sole of durable Quality. They fit the foot.—SOEASY.
Price \$16.50



Style No. 183
"SOEASY" SHOES
Black Box Calf Blucher. Medium weight sole. Smart half round toe. Special quality drill lined. The acme of comfort. In other words SOEASY.
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Style No. 160
"SOEASY" SHOES
Real Dark Tan Willow Calf Oxford Medium toe. Beautifully Modelled and perfectly finished. The Pinnacle of "SOEASY" Value and Style.
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Style No. 167
"SOEASY" SHOES
Medium Brown Real Willow calf open Tab Balmoral. Whole straight Goloshed. Round toe of pleasing appearance. A perfect exponent of SOEASY Comfort and style
Price \$16.50

ALL SIZES
AND
HALF SIZES
FROM
5 to 11



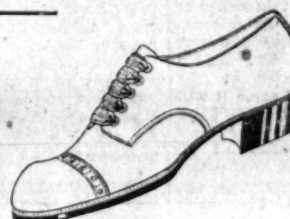
Style No. 164
"SOEASY" SHOES
Real Willow Calf Balmoral in a Rich Dark shade. Whole goloshed Invisible Eyelets. Medium toe. The highest grade at the Lowest possible Price. That's "SOEASY"
Price \$18.50



Style No. 163
"SOEASY" SHOES
Rich Nut Brown Willow Calf Brogue Oxford Medium Toe. Snug Cut Ankles Nothing better made. They are SOEASY.
Price \$16.50



Style No. 180
"SOEASY" SHOES
Black Real Box Calf Balmoral. Whole Straight. Goloshed. Jockey Backed. Full Round toe. Best Quality drill lining. Ease and Elegance that's SOEASY
Price \$16.50



Style No. 169
"SOEASY" SHOES
Real Black Glaze Kid Blucher Oxford Smart Half Round toe. Well cut, clinging ankles. A Low Shoe of Taste and discrimination SOEASY
Price \$16.50



Style No. 172
"SOEASY" SHOES
Black Real Glaze Kid Blucher. Wonderfully Soft and Pliable. Smart medium toe. Fini hed with four hooks. Perfect in Every Detail "SOEASY"
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Style No. 175
"SOEASY" SHOES
Black Glaze Kid whole Goloshed Balmoral Comfortable Full Round toe Light Flexible Sole. The beautiful contour of this Boot, ensures its popularity as a "SOEASY" creation.
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Style No. 184
"SOEASY" SHOES
Black Real Box Calf Blucher Oxford. Smart Medium toe. Well Cut Snug fitting ankles. The Colossal Wonder "SOEASY LINE"
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Style No. 166
"SOEASY" SHOES
Tan Grain calf Blucher. Double sole Specially strengthened waists unlined. Full round toe. Ideal for golf, Heavy walking and shooting "SOEASY"
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Style No. 162
"SOEASY" SHOES
Golden Brown Glaze Kid Blucher Oxford smart round toe light walking sole. Well cut quarters, distinctive distinction in every line that's "SOEASY"
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"SOEASY" SHOES
Black Gun Metal Calf Balmoral. Whole straight goloshed. Invisible Eyelets. Long continental toe. Perfection, the first and last word in the "SOEASY" organisation.
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TERMS CASH "WAYLOO CORNER" NO CREDIT
NANKING ROAD — SZECHUEN ROAD

'Big Bill' Shatoff, Anarchist Runs Capitalistic Railway

(Continued from Page 1)

have everything, anything but money. Only today I got a little sum, so that I can pay my 20,000 men five gold roubles apiece. I hope to get to the point in five years where I can pay my workers a month what an American workman gets a day. You know, they get ten gold dollars a day—\$70 a week is nothing for a member of the Brotherhood of Locomotive Engineers, the aristocrats of labor—and if I can pay my workers regularly twenty gold roubles a month after five years I'll be pleased.

"We are at present feeding the workers at the shops every day—the same food for engineers and workmen. If I gave the engineers better food, a bowl would go up all over town, so I have to ask them to take the same unsatisfactory food that the workers get. I have, however, fixed up a barber shop for the engineers, where they can get a clean shave, and a shoe shop, where they can get their shoes put into decent shape—but farther than that I cannot go. The railroad is so poor, in spite of the fact that we do a great deal of business. The Pennsylvania road would be glad to have the rushing business that we have, but we don't get rich because it is largely government business, and for that we get credit on the books, but so feel money."

MUST TAKE CHANCES

"I have always been able to meet all the demands of the shippers who let me know on the 25th of each month what amount of freight they wish transported during the following month. I am proud of that fact, as well as of the fact that I kept the road running all winter, which meant working the mines hard. But the trains are quite run down now and we can't get necessary articles for repair, for instance, glass for train windows, or lights. We often have to run locomotives at night without headlights—take chances, but we can't help it now."

"How long can you continue to run the railroad without foreign aid?"

"The railroad can run five years more on the present supply of rolling stock. But I need a loan at present to buy pork and beans for the workmen. They haven't had a satisfactory meal in six months."

"Mr. Shatoff, you have instigated many a strike in the United States. What do you do now when you find yourself as the employer, with a group of striking workmen on your hands?"

"I had that situation about one month and a half ago. They called a big meeting of protest because they had not been fed. They told me 'Bill, we're hungry, our wives and children have nothing decent to eat, and what we have owned we've sold in the market just to get a bit of bread.' Then I told them: 'All right, let us all declare a strike against the government because the government gives us no money. Then we'll see everything tight, and we'll ruin the government. When the government is down, Semenov, or someone like him, can come in here and run things for you.'"

NO SEMENOV FOR THEM

"And then they all yelled, 'No, we won't have Semenov!' And then I said, 'Well, let's go on running our railroad then. If you can show me any other government employee that has been better treated than you have been, then I'll lay down my job right here.' So they went back to work."

"They realize that it is their railroad and they are willing to

follow the slogan I have put out at the shops: 'One engine repaired has done more for the revolution than the passing of a hundred fine resolutions.'"

"The Amur line has never been a paying railway. Will your Republic be able to hold it?"

"We are willing to give as concessions mining or forest lands out of which foreign capitalists can make a great deal of money. But give the railway itself as security for a loan? Where would we be at? No, Sir, we'll never give up the railway, so that they can throttle us and say, 'Now you're African! You won't produce anything; we'll only sell you things. That is the Japanese game, of course, but I think we can hold our railway.'"

JAPAN'S EFFECTS TRAFFIC

"Before this recent trouble in Vladivostok we were exporting a great deal to Vladivostok, where it was loaded into American boats, largely; but, owing to the Merkuloff-Semenov trouble, the Japanese have deflected the trade to their railway and to Japanese bottoms at the harbor of Dalen. Furthermore, when we want to export they offer us for our products cigarettes, soap, or toys, but machinery they refuse to sell us because they want to keep us weak and helpless."

"Do you know anything of a British attempt to take over the railway?"

"Yes, a British company (he named it) offered us a loan the other day, with the railway as security, but we told them, 'Nothing doing, we can't give up our railway.'"

"Let me ask you one more question, your constitution differs radically from that of the Moscow government. Here you allow free trade."

"Well, in Moscow they have it too now, haven't they?"

"Yes, Moscow is getting away from communism, the abolition of money, etc. Now, do you approach this from what I shall call the scientific attitude, that is to say, you make an experiment and abide by the results of the experiment, or do you take what I shall call the religious attitude which will lead you to say that though communism has failed now, yet in spite of the evidence to the contrary you believe in the kingdom come of communism?"

RICH COUNTRY FIRST

"We are setting up a strong capitalist country here now, because we know that in order to have Russia a communist country we must first have it a rich and resourceful country. And I know that when later on the social revolution will come it will not find us hampered on all sides for lack of machinery and tools and material resources of all kinds as we are now. Therefore we should like to get American and other capital in here now. I'd like best American because America in the first place wants no land and then I've learned to like Americans and their efficient way of working in the decade I spent in the progressive United States."

"My god is Work, Industry. If I were an ignorant heathen I should carve an idol of the God of Work, for I like nothing so much as to see industry moving briskly. The finest music of Mendelssohn does not sound half

so beautiful to me as the whirring of factory wheels and the grandest painting of Raphael does not feast my eyes half so much as does a busy scene in a good, up-to-date shop. Work, work, that what makes my soul ring and I live to see my railroad running smoothly and my shops turning out good work."

"If this is your religion, in what respect does it differ from that of a Harriman, for example? You don't believe that he worked so hard at his railways just because he wanted to eat capon every day?"

SONS OF RICH MEN

"Insofar as he worked hard at railroads and other industries because he liked the game—I shake hands with him. But do you think that the second generation lives as he did? The sons of the American capitalists of industry whom I admire in most cases want the riches for luxury's sake. Things move away from personal to impersonal capitalism. While one man, a worker, gets a thousand or two for hard toll in the shop day in day out, another, a rich man's son, gets one hundred thousand or two simply by owning and loading—and he doesn't know where the money comes from, whether it is earned by a railway or a brothel. Have you seen the long broad lines when capital strikes? Have you seen girls selling themselves in the streets, or have you been in Naples where mothers offer their daughters for a price? That sort of stuff must be stopped. I hope to lead part of the workers forward toward this road. I call my work that of a social engineer, and that is what I live out of chaos as chief of police of Petrograd. I have led an army and been decorated with all manner of ribbons and titles for raving Petrograd from the army of Yudenitch, but there is nothing I enjoy more than being just peaceful Bill Shatoff pushing on the work of industry in Siberia."

WORKER vs. CITIZEN

"And I say this, though I am an anarchist. Excuse me for just chopping up the arguments. I've had nineteen men come to see me today in addition to a long meeting and we'll have to let off the streets now before the police will get us. [Unintelligible] day after this interview took place no one had been allowed on the streets of Chita after midnight, because of the many disorderly elements that have been about committing robberies. But now the police have the situation so well in hand that citizens are free to walk about at all hours of the night. I am in an anarchist in one phase of my life. As a worker—I obey; as a citizen—I obey and cooperate; but as a private individual I won't allow anyone to interfere with me. Well, good night, and excuse me for talking so much about myself. There are just a few fellows like Krasno-chorko and an engineer friend

of mine that I talk to and it is only since you fellows [referring to Mr. Julius Wood of the Chicago Daily News, Mr. Crane and his party, Mr. Norton of the Japan Advertiser, and myself] have come that I have been going to the park in the evenings. Why? Because the rest of the people here have no reason. They want comfort, amusement, and that's all."

In this talk Shatoff gave himself pretty much as he is, I believe, with his fine enthusiasm and emotionalism. Circumstances are teaching him how the world looks from the employers' side of the fence and bitter facts are forcing him to swing to the right. But it would be too much to expect him to recant the principles he has been preaching throughout his career as a labor leader. He is in fact carrying much of his kindly feeling toward the abusers with him into the office of the minister of transport, as the following reply to a question I asked at a casual meeting we had last Sunday will show. My question was whether, since his workmen were very near down to the half-starvation of the Chinese worker, they did not do a lot of pilfering and selling of tools and other implements from the shops?

GET PIE IN SKY

"Yes, they do, and I don't blame them. I've always held that there was no greater crime than that a man should starve to death. I'd do anything myself before I'd starve and I'm not going to tell my workmen any Salvation Army morals."

"Workers pray. Feed on hay. You'll get pie in the sky. When you die!"

"No, Sir, I told them that I understand how it is and so I've fixed up a shop where men can work after hours making scrap iron over into pots and pans or tools which they can trade in the market for wheat and other necessities. That saves them a lot of time and they don't have to be recreant about it."

On walking home after the meeting with Shatoff I could not help comparing his talk to the conversation I had had with a member of the "intelligentsia" in the afternoon in which he had

completely condemned the government.

"What then do you think ought to be done?"

"It is a pity that Siberia has lost the American and British friendship. It would have been best if they had altogether taken over Siberia, then one power would have controlled the other. But there are now only the Japanese, and our hope is that they will take things over."

"Do you mean to say that you would like to be a Japanese colony?"

"Yes, that's our only salvation. It won't be very pleasant, but there is nothing else left for us. Just speak to other members of the 'intelligentsia,' and you'll find they all think as I do."

As a matter of fact, I've found some who do. And it was at this point that I began to use quotation marks in writing "intelligentsia."

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SPANISH COLONY WILL CELEBRATE SANTIAGO DAY

**Festival Of Patron Saint
To Be Observed
Tomorrow**

The Spanish community of Shanghai will celebrate the Feast of Santiago, chief festival day of Spain, tomorrow.

Tomorrow afternoon at 5 o'clock at the Astor House there will be a tea dance, with Spanish music and Spanish dancing and the evening will be devoted to dinner parties. At the Victoria Theater there will be a Spanish play, with Spanish dancers Monday night.

Proceeds of the entertainment which is being arranged will be given to the fund for the blind and lepers in China. Santiago is the patron saint of Spain and it is the custom of the people on the day of the festival to give to the poor.

The Flag's Origin

Stripes Copied from East India Company's Colors—History Of The Starry Field

BY FRANK H. VIZETELLY

(New York Tribune)

As to the red and white stripes of the national flag, Robert Allen Campbell is authority for the statement that on December 13, 1776, a dinner party was given in Philadelphia which was attended by George Washington and Benjamin Franklin, together with other political leaders. In the course of this dinner, the conversation turned upon the question of the flag, and Benjamin Franklin is said to have made the following speech:

"While the field of your flag must be new in the details of its design, it need not be entirely new in its elements. It is fortunate for us that there is already in use a flag with which the English government is familiar, and which it has not only recognized, but protected for more than half a century, the design of which can be readily modified, or rather extended, so as to most admirably suit our purpose. I refer to the flag of the East India Company, which is one with a field of alternate longitudinal red and white stripes, and having the cross of St. George for a union."

As the East India Company was founded in 1599, this flag had been in existence 176 years. When the union between England and Scotland took place, in 1707, the canton of the company's flag was changed from the cross of St. George to the crosses of St. George and St. Andrew. It was this flag which, on January 1, 1776, was raised at Cambridge, Mass., just twenty days after the dinner referred to above.

The sixth annual report of the New York State Department of Education, 1910, page 10, contains a beautiful colored reproduction of this flag, which is the flag of the East India Company in every thread of its bunting, and the report says: "This was the first distinctive American flag indicating a union of the Colonies. It consisted of thirteen alternate red and white stripes with the combined crosses of St. George and St. Andrew in the canton. It was a peculiar flag, the thirteen stripes standing for the union of the Colonies and their revolt against the mother country, and the combined crosses representing the allegiance to her which was yet partially acknowledged. It was variously designated as the Union flag, the Grand Union flag and the Great Union flag, and is now frequently referred to as the Cambridge flag."

On August 14, 1777, Congress resolved that "the flag of the United States be thirteen stripes, alternately red and white, and that the union be thirteen stars, white in a blue field, representing a new constellation." This meant that at first they were arranged in a ring, like a round robin, so that one should have no precedence over the other, but soon the flag had to be remodeled, and in 1794, as there were fifteen states, Congress, on January 15 of that year, enacted that "from and after May 1, 1795, the flag of the United States be fifteen stripes and the union be fifteen stars." It was one of these flags that the

Chesapeake flew in her fight with the Shannon on June 1, 1813.

By 1818, when five other states had joined the Union, Congress enacted, on April 4, that the stripes should be reduced permanently to the old East India Company's number—thirteen—and the union should then have twenty stars and that a star should be added for each new state admitted. The new flag was first unfurled on the House of Representatives on April 13, 1818, and in the canton of this banner the twenty stars had been arranged to form a large five-pointed star, but this was quickly abandoned, and the stars were then placed in rows, with the result that today we have the

"Flags of the free heart's hope and home!"

By angel hands to valor given; Thy stars have lit the welkin dome,

And all thy hues were born in Heaven."

4 U.S. OFFICERS TO STUDY LANGUAGE

Lieutenant Colonel William J. Davis And Captain Truman H. Martin To Japan

At the instigation of Brigadier-General Dennis M. Nolan, director of military intelligence, four United States Army officers have just been detailed for an "Oriental language tour." There were more than 300 applicants for assignment to this detail.

To Japan will be sent Lieutenant-Colonel J. Davis, Infantry, who has been serving as assistant military attaché in Tokio; and Captain Truman H. Martin, 46th Infantry, now stationed at Fort Sam Houston.

To China will be sent Captain Woodrow W. Woodruff, 12th Field Artillery, stationed at Camp Travis, Texas, and Captain Norman L. Baldwin, Signal Corps, now on duty at Camp Pike, Arkansas.

An American naval officer well-known in Japan, Commander Fred F. Rogers, is already on his way to the Far East to act as intelligence officer on the staff of Admiral Strauss.

Commander Rogers, who has been until recently assistant director of naval intelligence in Washington, was one of the first Japanese language students in the American Navy.

GOES TO PEKING

(Reuter's Pacific Service)

Peking, July 21.—Mr. Myron A. Hofer has been appointed Third Secretary of Legation, and is being transferred to the American Legation at Peking from Tokio.

DR. YEN COMING HERE

Dr. W. W. Yen, Minister of Foreign Affairs, is expected to arrive in Shanghai today to attend the funeral services to be held in honor of his brother, Mr. Yen Shih-ching of Hankow. The memorial service will be held at the Shenai Merchants' Guild on Monday afternoon.

Adventures Of Ancient Statue

Rome, May 7.—Recently while workmen were dredging in the port on Anzio, near Rome, they hauled up a marble arm which is believed to belong to a Greek statue found on the beach some thirty years ago. This statue is known as the Girl of Anzio, "La fanciulla D'Anzio," and artists and archaeologists have disagreed over it, some saying that it is a statue of a youth in drapery, while others insist it represents a young girl. Now that the arm has been found it may be possible to discover the real sex of the statue, as the Greek sculptors were always careful, when chiselling the arms of a young man to delineate the muscles.

Up to thirty years ago the statue was intact. Off the beach at Anzio there is a mass of masonry, the remains of an ancient Roman villa, marking the site where Nero's villa once stood. Walls inclose three sides of what was once the imperial summer quarters, paved in mosaics and adorned with stucco reliefs and frescoes. For centuries these foundations had remained, withstanding the fury of the sea and rain. One stormy day a fisherman's boat was carried out to sea, and in an effort to gain the port he raised his sail and looked about for familiar landmarks which would lead him into safety. When he got his boat around, instead of the mass of walls he saw, standing erect, a white figure, which in the uncertain light appeared to be an apparition of the Madonna. A break in the clouds and a ray of sunshine lighted up the statue and he saw it was of marble.

He brought his boat near, and found that the statue was intact and quite unlike the others found in former years, as the Apollo Belvedere and others less valuable, which were a bit damaged. It was standing on its original pedestal, and the fisherman realized that if he could hide it and then sell it his fortune was made. For the last fifty years all the fishermen in Anzio have realized the importance of ancient finds, and from infancy they study the shore and soil in an effort to discover something valuable. Not only the fishermen, but the farmers and day laborers in this district are always on the alert for ancient remains.

No one knows now how he hoped to carry the statue away unaided, as it was very heavy. In his efforts he shifted it so that it fell into the sea. Later the Prince Aldobrandini, hearing rumors of the statue, instituted a search for it, but when eventually it was found the head and both arms were missing. The prince offered a reward of \$100, and a fisherman discovered the head and one arm, the latter having drapery over it. When the statue had been mended the prince kept it at his villa in his gallery, where only dealers and antiquarians were allowed to view it.

Experts have differed as to its style and chronology and archaeologists are still uncertain as to its meaning. Some have identified it as a priestess of the celebrated Apollo of Patera in Lycia, while others say that it is a prophetic figure, or one of the virgins selected for marriage. The identifications were based on the objects carried by the figure, the laurel leaves and a roll representing parchment on which were inscribed the responses of the oracle. Contrary opinion now seems general that the roll really is a linen band used in purification, while the animal claws are the feet of a tripod or implement for burning incense.

The Italian government paid \$90,000 for the statue, the prince being obliged to accept this, although he had before this period received an offer of \$120,000 from Mrs. Gardner, of Boston. While the negotiations between the prince and the government were in progress, two years, policemen were placed night and day outside the villa in Rome to prevent the statue being smuggled abroad. Its value today is a half million dollars.

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Chinese Foreign Famine Relief Committee

Editor, THE CHINA PRESS

Dear Sir.—Herewith you will please find copy of our list of subscriptions for the period of from April 23 to June 30, 1921. This is our last list so far compiled, as this Committee has suspended to receive any more money since June 30.

We presume that the public will be greatly interested to know how much this Committee has collected since its establishment in last Autumn.

Yours faithfully,
For The Chinese Foreign Famine Relief Committee,
Treasurers Dept.
566 Yunnan Road.

List of subscriptions from April 23 to June 30, 1921.

Subscribers Dollars

Previously acknowledged 1,218,719.31

Receiving during the period:—

E. H. French 20.00

David French 10.00

Basil 10.00

Margaret 10.00

China Inland Mission, Tungchow 23.00

China Inland Mission, Kopy 20.00

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Chinese Subscribers (Names too many for publication) 60,010.8

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Total contribution received up to date 1,604,999.77

Tails

Previously acknowledged 276,278.8

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National Bible Society of Scotland 29.5

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GIRL SLAVES ARE LIVE TOPIC IN HONGKONG NOW

Chinese Want Legislation and Will Tell Government Their Views

(Reuter's Pacific Service)
Hongkong, July 23.—The members of the Chinese Legislative Council are inviting the Chinese in Hongkong to a meeting on July 30 in order to discuss the "Mui Tsai" question and to pass resolutions acquainting the Government with their views.

The question of the legality of the "Mui Tsai" or slave girl traffic has been hanging fire in Hongkong for sometime. A movement is now on foot to abolish the system and to hold offenders liable to imprisonment or fine. The above telegram indicates that the matter is again being taken up by the Hongkong administration, which is securing the consensus of Chinese opinion in the King's colony before passing any legislative acts.

PURITY CANDIES

AT MARCO POLO

MARKET GLUTTED BY RUBBER STOCK

Planters Foresee Lean Years Before Piled Up Stocks Are Absorbed

New York, June 13.—With crude rubber selling in the open market at around 16 cents, or half its cost of production, and with many of the largest rubber consuming companies of the United States either depending on supplies bought at higher figures or purchasing now at the "liquidated" cost, rubber planters see a dismal future before them. From recent indications many of the most productive plantations in Java will be entirely abandoned this year. Planters not only do not see a recovery in the industry in the near future, but some of them declare that it will be from three to five years before the industry is again stabilised.

High prices, which ran up to 75 cents per pound, tended to speed up the production. An idea of his may be gained by the fact that 75,000 tons of rubber were reduced in 1911 and that by 1920 his figure had jumped to 400,000 tons. Until recently, however, this large production was no more than that required by the world's demands. Chief among the factors alluring for increased supplies were the development of the tire industry and the enormous quantities of rubber required for war purposes.

At a recent dinner of the Rubber Planters' Association, held at Jandoeng, Java, Trade Commissioner John A. Fowler obtained the opinions of most of the prominent rubber planters in that district and has written a report in which he holds out slight hopes for a nearby revival in the industry. "Assuming that the annual production continues without restriction," he says, "and in view of the prospects of no increase in the world's requirements for an uncertain number of years, it is at once evident that a remunerative price cannot be looked for in the raw rubber industry for some time. Barring the occurrence of some definite departure from the present situation, such as the formation of a rubber combination by all rubber producers throughout the world or the discovery of fresh outlets whereby a much larger use of rubber could be made through simpler and cheaper processes of manufacture, nothing will remain but a keen competition for existence—a mutual struggle between the producing lands as well as between the producers of each producing country, a competition which will end in the companies which can produce most cheaply remaining masters of the trade. The normal market value will then be decided by the cost price of the most expensive ton of rubber, increased by 20 percent for writing off and remuneration without which the capital involved would not show any margin of profit."

"Many express the hope that this danger can be averted by a restriction in production, inasmuch as stocks of raw rubber and rubber articles are so great that every measure taken for the decrease of supplies on the market will conduce to an improvement in the situation. Although such restriction would prove a detriment to producers, on the other hand, the measure would be an advantage to us indirectly, in that

the producer would not only be assisting in creating a more normal position, but would also be enabled to moderate the tapping of his trees, which is highly necessary in some of the older plantations. They would also be afforded an opportunity of confining their plantation costs within more normal bounds because of their somewhat less dependence on labor. This restriction of production may, therefore, be considered as a temporary measure, although when viewed as a measure to increase market rates it may be accounted a failure as long as the existing large stocks have not been consumed and as long as the yearly production has not been reduced to the limits of annual consumption."

Lord Leverhulme Says Crawl Is Killing Pace

Insists Hustling Promotes Hale Old Age; Dawdling Ruinous

London, June 17.—Lord Leverhulme, one of Great Britain's largest manufacturers, asserts that more people shorten their lives by dawdling in England than by hustling. He is a living proof that hustling promotes hale old age. He has always led the strenuous life and at 70 is still going strong.

He presided at the annual meeting of the British Industrial Safety First Association recently. In his address he drew largely upon his American experience. Steps had been taken there, he said, to ascertain whether it was the hustling, bustling business man who was supposed to shorten his days or the man who crawled and dawdled through life.

He declared there were men in the United States today of 80, 90 and between 90 and 100 years of age who were still in good health and actively engaged in business, whereas men who had retired early from business had shortened their lives thereby.

He thought the crawl of the dawdler was largely instrumental in shortening the lives of individuals in Great Britain—that the more a man worked, whether professionally or in other vocations, the more he would conserve his life and strength and the life and commerce of the country.



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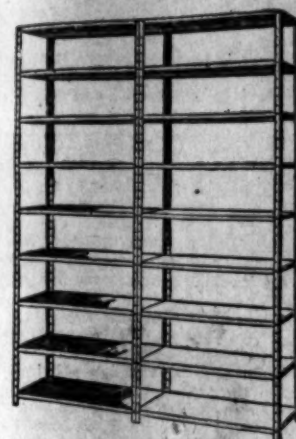
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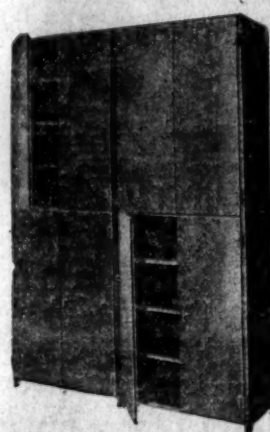
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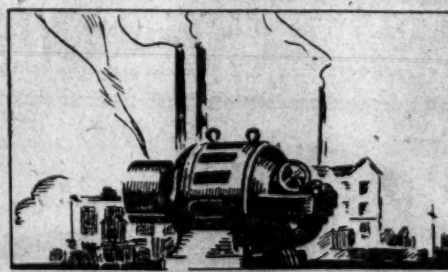
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Mental Tests Play For Shell Shocked Veteran

Educators Astounded By Record Breaking Showing Of Michael J. Nolan, Ex-Lumberjack And Sailor

In the universal interest being taken in educational tests that reached a sort of climax when Thomas A. Edison published his new famous questionnaire, a remarkable case of mental brilliancy has been discovered in a far Western university in Michael J. Nolan, former sailor and lumberjack, who was shellshocked in the war. In spite of that drawback he has established a new record in the army's Alpha intelligence test, scoring 212 points in less than thirty minutes, the allotted time.

In addition, the middle aged Irishman, whose schooling amounts to only ten years, passed brilliantly the navy test and one furnished by the University of Washington. In the former effort his correct answers exceeded in number those of over a million men from every class of life, and in the latter test he did better than any student.

Certainly the list of questions suggested by the words printed below, which Mr. Nolan answered almost without delay, would indicate that he knew a terrible number of unfamiliar things in a wonderfully familiar way.

"I've done nothing very wonderful. Just forget it," was the plea of M. J. Nolan, forty-two-year-old Irish Federal board student, when asked at the University of Washington. Dr. William R. Wilson of the psychology department asserts that Mr. Nolan has one of the twenty-five most brilliant minds in the United States.

Mr. Nolan then grudgingly posed for the only photograph he had ever had taken in his life, and it is reproduced here.

Mr. Nolan's record which has astounded the psychology staff in the United States Navy Intelligence test, which he considers more difficult than the army test.

2. Scored 211 out of a possible 212 in the army Alpha intelligence test, answering all questions in fourteen minutes of the allotted twenty minutes and scoring to check his answers (his only mistake was in locating the Packard automobile plant in Flint, Mich., instead of Detroit).

3. In what was plainly a difficult test information test arranged by the university authorities he made a perfect score, answering all sixty of the questions in one minute and ten seconds, while his nearest competitor, an instructor at the university, answered fifty-four, and required over one hour to do that.

4. In a general intelligence test arranged for the entire university, which was far more difficult than either the army Alpha or navy tests, he scored 186 out of a possible 180 in

twenty-five minutes of the allotted thirty minutes.

This test was so hard that the average human being couldn't understand the directions even, according to the psychology staff. As in the instance of all tests which Mr. Nolan has taken, he didn't bother to check his answers on this test, though having five minutes in which to do so.

And as for the Edison test, he answered every question as fast as a human being could, and while some authorities insist he made a perfect score, Mr. Nolan states for himself that he believes he made four errors. This point cannot be cleared up for certain until an absolutely correct copy of the Edison test is received at the university.

NOLAN IN THE ARMY TEST.
Mr. Nolan first astounded the psychology department by making a perfect score on the navy test. He was then given the Alpha army intelligence test, and he made 211, a feat unequalled, so far as university psychologists know, by any of the several million men who took the test during the war. Moreover, of the seventeen minutes of working time allowed in the test, he used only thirteen to upset the record.

The best previous record was 207, made by a Yale professor while an army officer. The highest score made previously by a university student was 204. The average college student scores about 134 and the average soldier about 65. The average graduate university student scored only 150 on this test, according to Government records, yet Mr. Nolan, with only ten years'

schooling in his life and after several years abroad engaged in fighting and suffering from the effects of shell shock, made only one slip, that in the locating of the plant of the Packard Automobile Company.

"Alpha wasn't made anywhere near difficult enough for Nolan's brain," said Dr. Wilson in discussing his remarkable scores. "The Alpha test is the regular army test used to pick officer material. It tests the power of sustained thought probably more than speed. In other tests given Nolan he has done quite as phenomenally. He could do the work for a doctor's degree in three months if he exerted himself."

"In the information test we conducted, out of three hundred selected students, correct answers were turned in for twenty-seven of the sixty questions and among the professors taking it fifty correct answers was the average. One wrote fifty-four correct answers in over an hour, while Mr. Nolan turned in the entire sixty correctly answered in the remarkable time of one minute and ten seconds. If a little mental stimulus is desired one might take a whirl at the sixty. Here are the words in the order in which we gave the test, asking their meaning:

Ageratum Oneiss
Amphioxos Guimpe
Amphora Hedonism
Annealed Hemiptera
Apocalypse Homiletics
Architrave Impetigo
Ajourdhui Immersionism
Bahecock Infusoria
Bernard Shaw Intaglio
Bokahara Keeler's law
Braille Klorram
Calorie Kinetic
Caedmon Lee Miserables
Catalensy Looze
Ceramics Luff
Chamfer Metaph's law
Charisma Metacarpal
Chlorine Mithron
Cleitogamous Millet
Dibble Mitosis
Dravid Morcen
Electrolysis Neda
Elichim Penelmain
Entree Polonius
Eocene Pomology
F&I Puer
F. O. B. Reemo
Gambit Scherzo
Gasket Stewy
Giverson Vantase in

Discharged from the hospital in September, 1919, Mr. Nolan, inspired by the engineers he had seen at work in Europe asked for vocational training and secured it. He entered the University of Washington January 2, 1920, and on February 2 had acquired freshman standing. In the sixteen months he had intervened Nolan has made 165 credits, or over twice as many as the average student receives in a like period of time.

Mr. Nolan is a typical Irishman and speaks in a rich brogue. His complexion is ruddy and he wears a black mustache. He is a fine physical specimen, with a chest like a barrel. When given his physical examination the physician marvelled at his powerful physique, declaring it one in three. His own test to determine his physical condition is to crush a Brazil nut to pulp in his left hand.

As to his future, Mr. Nolan is laying no definite plans. It all depends upon his ability to continue his training and his health, he said. Mr. Nolan is unmarried and his ambition now is to become a sanitary engineer in the United States, which he terms "the land of opportunity without limit for any one with courage and will, perseverance and skill."

"In the very difficult intelligence test arranged at this institution on which Nolan scored 166 points, the

nearest approach to him was 140, and this test is, we believe more difficult than any of its kind ever given in any American college or university. Indeed, so difficult is it that the average human being couldn't understand the directions on it. It is far more difficult than either the navy or army tests."

Dr. Wilson says that Mr. Nolan's feats are all the more remarkable because of the handicap of his health. When he is physically top hole, his mentality, as reflected in the intelligence test, places him among the most brilliant minds of America. And yet when he is physically off—that is, when suffering a recurrence of extreme nervous spells due to shellshock—this is reflected in his university work by an attendant diminution of application to the studies in hand.

Mr. Nolan's remarkable mental powers did not develop extraordinarily until five years ago. Within four weeks after entering a Canadian base hospital, to which he was invalided during the war, he qualified as an expert bacteriologist, work in which he had no previous training according to records on file at the university.

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Soviet Chief Calls Women To His Aid

Riga, June 15.—"We in Russia are exhausted, but must hold on at all costs. You on the outside must help and strain every effort in order to make impossible the existence of capitalism."

This partial explanation of the Soviet's present changes was made by M. Bucharin, head of the Left Wing of the Soviet Central Committee and editor of the Moscow Pravda, speaking in the name of the Third Internationale before the World Congress of Women Communists, which was held at Moscow in connection with the meeting of the Internationale.

According to the Pravda of June 12, M. Bucharin, in addition to making this pronouncement, said in explanation of Russia's present deviation from communism:

"We know that perhaps our revolution must yet take many roundabout ways, but the final end is just the same."

Before the women communists the speakers, among whom were Mme. Kollontay, one of the leaders in Russia, and Clara Zetkin, a German radical, painted a picture of the communist point of view, extending in the United States, where, according to Mme. Kollontay, the position is extremely difficult, for the reason, as she put it, that "the communist party there has been driven to the cellar."

She went on to assert, however, that there were 700,000 organized women workers in the United States, among whom the communists must find a way to conquer.

The names of the American delegates to the various Third Internationale groups have apparently been kept secret, except in the case of William D. Haywood, who was openly announced as one of the speakers at the meeting of June 12, together with a delegate named Ruess, who was said to be a South American.

The instructions of the Third Internationale, the Pravda reported, would be in the direction of increasing the proletarian struggle in a majority of the capitalist countries, using all methods to operate through unions. At the same time, disorganizing groups, such as some of the Italian Socialists and the German Communist Labor Party, would be punished.

The plenary sessions of the Internationale were opened June 12 by M. Bucharin.

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If all stubborn diseases, kidney trouble in any form is one of the most difficult to overcome. In many respects it is like Consumption.

Consumption is curable, if you can get at the germs, the cause of disease. But the germs of Consumption are placed in the lungs as to prevent medicines touching them. That is why it is almost impossible to cure Consumption with medicines.

Kidney trouble is like Consumption. It is so difficult to get at the germs in the weak or diseased spot. When you take ordinary Kidney or Backache Pills or Mixtures, the drugs that they contain are very often useless for kidney trouble, because they never go near the kidneys, they simply go into the stomach, then into the bowels and away.

Now, if you purge the kidneys as I could only bend with great difficulty. I was hardly ever free from the wearying, dragging pain. I tried all sorts of advertised remedies, without success, until 18 months ago I was given a sample box of De Witt's Kidney and Bladder Pills, and was astonished at the relief they gave me. I bought some more and continued the treatment, and after a short time I found I was absolutely free of my complaint.

This statement was made in 1914. In 1919, five years later, Mr. Goodall says:

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For over ten years I suffered continuously with kidney trouble, pains in my back being so severe that

Mr. G. T. GOODALL, (from Port).

De Witt's Kidney and Bladder Pills. Read what others say about them.

Mr. G. T. Goodall, of Hampton Lane, Herne Bay, says:

"For over ten years I suffered con-

tinuously with kidney trouble, pains in my back being so severe that

the De Witt's Pills has gone straight to

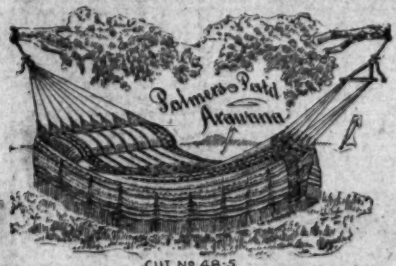
the kidneys, as no other pills do.

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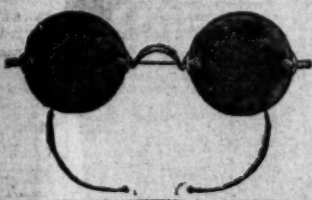
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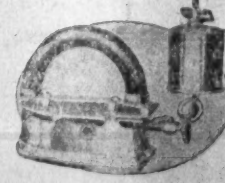
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Japanese High Hand In Shantung

(China Press Correspondence)

Peking, July 19.—Occupation of improvement of land, business operation and even the right of residence in China is limited by law and treaty regulations to the some 75 cities designated as ports. Outside of these specified places, foreigners are supposed to abide by the laws and refrain from establishing business headquarters or residential sections. While they may send their buyers into the distant places and goods may be shipped, subject to the duties and other regulations it has been the law and treaty provisions.

Men who conducted the business survey in Shantung for your correspondent who today gives his second installment of the Shantung report, charge that the provisions observed in other parts of China are not observed by the Japanese in Shantung.

China has protested against the Japanese engaging in business, the making residence sections, occupying and improving land and building buildings in places other than those designated as ports.

The Japanese have replied that they succeed to every privilege he by the Germans. China claims the go much further than that and despite the fact that it is not settled whether Japan inherits all the Germany possessed in Shantung they are extending their business influence, taking choice minerals, leasing opening new mines, rent and buying buildings, outside of specified cities and railroad zone.

NOTHING LEFT CHINESE
In the mining business especially, nothing is left to the Chinese. The Japanese operate under Chinese names and the compilers of the report say that not a single mine of commercial rating is now conducted by the Chinese.

Drug companies doing an extensive narcotic business are found almost everywhere. Factories are erected and operated outside the ports and rail zones and choice residential sections are marked out.

Some of the towns and cities look like Japanese colonies though they are not in the so-called open ports, say the investigators.

Following is a report on the Japanese commercial and industrial activity in a number of Shantung places. Some of the places mentioned are ports and they are given to show the extent of Japan's trade in Shantung:

Tsinanfu: All the territory in this place open to foreign business is beyond question dominated by the Japanese while in the native city and in some places outside of it, there are Japanese business houses totalling 15. Seven of these places are drug houses such as the Tung Yeh Kung Si, the Wen Ming Kung Si and the Sino-Japanese Drug Store, the latter a purely Japanese concern. In addition to these places there are six factories running on a large scale, four engaged in the egg business, one in flour manufacture and one in glass making. All these factories, say the investigators are operated in defiance of the Chinese law.

Changshan or Chowchuen: Here are ten Japanese mercantile houses, six of which are drug stores. The drug store with the Japanese sign does a flourishing business, say the investigators.

CHARCOAL FACTORY
Wuandai or Changtien: This city is filled with Japanese merchants and residents and so many of them have settled there that there is a strong Japanese Chamber of Commerce. A large bone charcoal factory is operated by the Japanese.

Luchuan: Here are 24 Japanese stores all near the coal mining district. All classes of goods are handled by the Japanese merchants and the town looks like a little bit of Japan transplanted.

Poshan: The number of Japanese merchants here is as great as it is in Chang-tien. Among the concerns are large stores and small ones, warehouses, wholesale concerns and retail houses doing a large volume of business. There are two coke factories, one brick factory and one silk factory.

Ching Ling Cheng: The situation here is described as about the same as at the Luchuan mining area. There are two silk factories and one brick factory.

Weihsien: As was shown there are 80 Japanese business houses here and the Japanese competition is keen and on the increase steadily. Of the factors here the most notable is the packing

house where Shantung beef is slaughtered.
Kaomieh: There are ten retail business houses here and a Japanese firm has opened a pawn shop as a means of getting valuables cheaply from the Chinese.
Kiaohsien and Tsinmu: These places are near Tsinanfu and the Japanese domination there is more serious than in most of the other places. Japanese live in all parts of the towns.

When the Germans were in possession of the leased territory of Kiaochow and the rail zones, they operated only the Hwenan mine in Luchuan, the Tan Tse mine in Weihsien and the Ching Ling Sheng mine in Yi Tu.

DISREGARD PROTESTS
Since the Japanese have succeeded in the German hands have extended their mining operations in the face of protests saying that when the hunting case is settled it may not be to Japan's advantage. Contently they are going ahead and establishing their control now have put down many new shafts outside the original. They are mining in districts where the Germans never mined and have occupied districts to which they are not entitled even if their claim is Germany's successors in everything, is true.

When Chinese officials protested an answer of the Japanese was at the Japanese Governor's instigation gave permission and the Chinese officials.

The Japanese, especially the Ho Kung Si are now expected to send money to the educated Chinese who own parcels of land that are valuable for mining purposes. They make the loans and eventually get the land despite the fact that they are not permitted to own land in most of the places. Mines once operated by Chinese have gone over to Japanese control or ownership though the original names are maintained. Following is a survey of the mining situation, the output under German control being given where obtainable:

Luchuan: The Hwenan mine under German operation produced 230,000 tons a year and has been increased by extension of the mines to 400,000 tons a year under Japanese control. The Shih Chien under the Japanese producing 250,000 tons yearly at the Ta Kwen Lun, Pu Chia Chueh and Nan Ting mines are being developed with new processes representing an investment of \$4,000,000.00 by Japanese capitalists. The Ching Shieh Ban mine is being mined by the Kwei Sheng Kung Si and the output is sold only to the Japanese firm Ho Sheng Kung Si.

COAL MINE EXHAUSTED
Weihsien: The Fang Tse coal mines which under German operation produced 370,000 tons annually has been exhausted. The Yeh Li Chieh, Shu Kwan Chieh and Ting Chia Ching mines are producing 155,000 tons. Experiments are being conducted in the Ling Chia Kou and Chu Ta Lu mines.

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How To Pick A Husband—By Ring W. Lardner

To The Editor: The main reason why so many marriages winds up in a dog fight is on acct. of the 2 contestants not having nothing in common and ought not to ever be married in the 1st place and wouldn't of if they had knew each other better and found out the other's faults and etc. before matters had went too far. They won't nobody question this statement whether they had personal experience themselves or seen it in others and the only thing is what can be done about it? An engaged couple has a hard time finding out what the other party is like as nobody is really himself during courtship and it isn't till the pair has been man and wife a few weeks that the both of them discover the were living with a perfect stranger and not so perfect at that.

It was different before prohibition times because in them days a married couple could go out on a party together and after a few drinks the gent generally always began acting natural and his fiancée could judge him for what he really was and on the other hand the man could tell what kind of a gal she was by the way she acted when he acted that way.

But this ain't no criterion no more because with one sip of the stuff you get now days a man that might be a model husband is like a act like a model bum and vice versa or if the girl gets a taste of the stuff herself the engagement will be broke off by her fiancee on the grounds that he wants a wife not a calliope.

Well friends in a later article I'll try and show how even now a man can get a general idea of the kind of a gal that he better leave alone but as for a gal learning the truth about a man, I don't know of no way to advice them unless he is a golf player. If he is they's no reason in the world why you can't read him like a book and a gal has got to know herself to know what a golfer and wishes she hadn't of.

It don't make no difference if you play with him or just follow him once around the course, you can find out all they is to know about him by applying the following rules which I have compiled from my own experience after yrs. of study of different types who I have played with and not only watched them in the golf course but in the misery of their own home.

Don't put a man down as a bad prospect because he is a absent minded golfer and loses track of a couple strokes once in a while. He may be O.K. as a husband provided the wife knows his habits and allows for same. Like for inst. if

she wants \$7 to buy herself 1 pr. of hosiery she better ask him for \$8 as he is likely to take off one. If she asks him how many other gals he ever loved and he says 6, she can figure they was 7 or 8. She can get along with him fine as soon as she learns the discounts.

Don't marry the man that takes 9 on a par 4 hole and them tells the caddy he will get him fired if he don't quit talking to the other kids. This bird is Alibi like and never done nothing in his life that was his own fault. If he cuts himself shaving it's because his wife used to be a Presbyterian. If they's part of the paper missing it's because his wife has got red hair. If he spills gravy on his shirt it's on acct. of the Mrs. being born in Ohio. This bird's wife will even get blamed for her-where when he asked somebody to marry him.

Don't marry the man that after he has went in the rough and lost his ball and hunts for it 5 minutes and then he says, "I guess I better drop another ball," but he don't make no move to drop another ball and keeps on hunting for the old ball and if he misses a shot he yells everybody, "What did I do that time?" and when he finally gets on the green he asks the caddy how many shots he has had. This guy don't know how to spell sincere and if he says we will go in town some night next wk. and see a show they's no need for the wife to begin worrying about what to wear as she ain't going nowhere.

Don't marry the man that shoots out of turn and acts like they's no nobody else on the golf course and after he has missed one putt he puts again when it ain't

his putt and says, "I'll get out of your way," when he ain't in nobody's way.

This guy is what they call self centered and he will probably make money and be a good provider and be stuck on his wife because she is his, but not so stuck on her that he won't raise hell if she trips his trick.

These birds is dangerous and coils lots of people because they are polite when it don't mean nothing, but I have studied them both a golfers and private citizens both and they ain't a one of them that don't believe in their heart that they's 25 too many letters in the alphabet.

The man that makes the ideal husband is the man that can play off or leave it alone and it don't make no difference if he plays good or rotten, he is always sunny and right and if its going to make him late for dinner to play 2 more holes, why he quits on the 16th.

He shoots when its his turn and when he misses a shot he just smiles and asks the caddy about is home life and when he loses a ball he drops another ball without I yes or no and he knows all the wife how many shots he has had and can even say 10 and 11 without choking.

These is the kind of men for the wife to go after and the only trouble is that they's only 2 of them in existent and one of them is what some people calls a writer and he lives here in Great Neck and has all ready got plenty of wife and children and the other is a man that lies in Boston and may be eligible after a while but just now his wife is sewing him for a divorce.

RING W. LARDNER

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THE CHINA PRESS

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WEATHER

Stormy weather in the Formosa Strait, and all over the North of the China Sea. A new center is still advancing between the Marianas of the Loochoos. Fine and hot weather at Shanghai.

BIRTH

JENNINGS: On July 22nd, 1921, at the Victoria Nursing Home, to Mr. and Mrs. Arthur Jennings, a son. 39845

Today's Church Services

Holy Trinity Cathedral.—8 a.m., Holy Communion (and at Bubbling Well Chapel). 10:30 a.m., Matins and Sermon. Psalm 49. Lessons: Wisdom xi, 21-xii, 2. Philippians, iii. Anthem: "O Saviour of the World." Goss. Hymns: 4, 448 and 172. Preacher: Rev. W. Robbins. M.A. 6 p.m., Evensong and Sermon; Lesson: Wisdom xii, 12-21; Acts xx, 17 and 26; Psalm: 4. Hymns: 540, 261, 418 and 346; Preacher: The Sub-Dean.

St. Andrew's, Broadway.—10:30 a.m., Matins and Sermon; Psalm: 46; Lessons: Wisdom xi, 21-xii, 2; Philippians iii, Hymns: 4, 540, 270 and 418; Preacher: The Sub-Dean.

St. Joseph's Church.—Masses at 6, 7, 30, 9 a.m. At 5 p.m. Benediction of the Blessed Sacrament. Masses on week-days at 6, 7 a.m. Union Church.—11 a.m., Preacher: Rev. A. Norman Rowland, M.A.; Subject: Heaven as a City; Psalm 84; 6 p.m., Preacher:

Rev. A. Norman Rowland, M.A.; Subject: The potter and the clay; Psalm 19.

Shanghai Free Christian Church.—(Corner of Range and Chapoo Roads). The services in the above will be conducted as follows: Morning 11 a.m. by Rev. W. H. Warren of Hangchow; Evening 6 p.m. by Rev. W. H. Warren of Hangchow.

Christian Science Society of Shanghai.—Masonic Hall, Th Bund. Sunday Service 11 a.m. Subject: "Truth." Sunday School 10 o'clock. Testimony Meeting Wednesday Evening 6 o'clock. Reading Room open daily except Sunday from 10:30 to 12:30 at No. 21 Nan'g Road, room 71.

New Thought Center.—No. 12 Nan'g Road, Kelly and Welsh Building. Top Floor. Sunday Service from 11 a.m. to 12 noon. Subject: "New Thought in Business." Solo by Prof. Vol'n. Free Testimonials and Teachings daily from 10 a.m. to 4 p.m. The public is cordially invited.

English View Of Harvey's Speech

Relations Between America And Great Britain 'Are Not And Never Can Be Those Of Foreign Countries'

(From The London Spectator)

The dinner of welcome to the new American Ambassador may well prove one of the milestones in the history of the English race. In form it appeared little more than a very warm welcome to the representative of the other branch of the English-speaking peoples—appropriate, no doubt, to the state of world politics at the moment, but differing rather in degree than in kind from previous gatherings of a similar nature. If, however, the speech of Colonel Harvey is examined with the care which it demands it will be seen that the occasion was in the true and not in the mere cant sense epoch-making.

In writing of Colonel Harvey's appointment we ventured to prophesy two things. One was that he would speak to us quite plainly and directly as an American through and through—an American undiluted in birth, breeding or personality. The other was that he would not be content with being the passive mouthpiece of his government or with a "carry-on" policy. By this we did not mean that he would have a policy contrary to that of the American government, but that he would not have taken the post unless he had been sure that the President of the United States had a definite and an active policy as regards this country, and that he meant to carry it into execution. Finally, Colonel Harvey was satisfied that that policy was in accordance with his own view of what was first and last and always best for America. That it would be also best for Britain was something in the eyes of the envoy, as well as of the President, which not only did not detract from it, but greatly buttressed and strengthened it.

FACING REALITIES

The American Ambassador was not content with generalities. He told his hearers quite plainly that we shall get nowhere until we put aside the academic discussion of theoretical proposals and manfully face realities. "We must realise that the time has come to practise what we have been preaching and to demonstrate our fidelity by our acts." He further declared, and this we believe is of excellent omen, that the government in America was "both willing and ready" to proceed to action. Finally, he made a specific reference to a line of policy which cannot fail to interest the readers of The Spectator. We pointed out the other week that to establish a really good and permanent understanding with America in the matter of naval power there ought to be a well-considered and comprehensive division in the matter of the world's waters. Let America be responsible for all that goes with the phrase "the command of the sea in the Pacific" while we should have a similar respon-

sibility and what its individual responsibilities were. Here are Colonel Harvey's words:

"Already, within little more than two months of authority, it (the American government) has advanced a clear and explicit proposal designed to resolve the most vexatious problem of communication through the Pacific. In matters which touched European affairs the President said the Ambassador, was prudent, but he was strong. Had he not said, 'We must play our part in joining the peoples of the world in the pursuit of peace?' This, of course, did not mean that he was going to be 'an international meddler,' but it did mean that he (Colonel Harvey) was 'authorised and directed in the event of a meeting of the Supreme Council being held to consider the Silesian proposition to represent in that meeting the President of the United States.'

COMMON INTERESTS

It is true that Colonel Harvey went on to say with plainness and with a special emphasis that the United States had decided once and for all that she will not have "anything whatsoever to do with the League of Nations or with any commission or committee appointed by it or responsible to it, directly or indirectly, openly or furtively." If these words had stood by themselves, hasty hearers or readers of the speech might have assumed that this refusal to have anything to do with the politics of Europe involved aloofness from the nation which we rejoice to find the Colonel Harvey, following the President of the United States calls "the mother country."

Happily, however, the passage following it shows that there was no intention to leave the mother country in the cold. On the contrary, an exception was made in her case, which strongly emphasised the fact that America's foreign policy is to be based upon the recognition of the common interests of the whole English-speaking kin, though not because his is—from the American point of view—the advantage of Britain, but because it is to the advantage of America.

ASIDE FROM SENTIMENT

And here let us say that we are delighted that Colonel Harvey made it so abundantly clear that the new American policy is not a policy of doles, moral or political, to England out of love and affection, not a sentimental reference based on blood relationship, but a policy of common sense, based on the fact that the people of the world are not too proud to be helped by the daughter country, but we know that nothing permanent can be established except on a basis of equality and mutual respect. We

The Far Eastern Republic As It Is

From Harbin To Chita—Travel And Food

BY ORRIN KEITH
(Japan Advertiser)

Leaving Harbin, all such things as Wagons, Lits, sleepers, dining-cars and other comforts of modern travel are left behind. From now on the traveler rustles his own hot water, prepares his own meals, washes his own dishes and makes his own bed—with his own bedding. Even so the trip is far from uncomfortable. The cars are good, clean and easy riding compartment sleeping cars, the provodnik or guard is an accommodating fellow who is quite willing to help out when occasion demands. Good hot meals are served at many of the larger stations, canned food is sold all along the line, and using your own porter for a time is a wholesome experience. The 20-hour ride to Manchuria Station, Manchuli as the Chinese call it, is made quickly enough.

Manchuli is a typical border town, a sort of cross between a straggling Arizona cow town and a moving picture "wild west" set except for the Russians who don't belong in either. For Manchuli, like Harbin, is a Russian settlement. Nevertheless the Chinese are active in asserting their rule. Passports are demanded on every occasion and baggage is examined even more frequently.

RAIL TRAVEL IN SIBERIA

Trains run from Manchuli to Chita only twice a week so we had to spend two nights and a day in a hotel of which the less said the better. We were glad to leave for the train about three hours before it was scheduled to depart. This time was not too much because again there were passports to be "vased," customs examinations, tickets to be bought, baggage to be put aboard, food to be provided, etc. And if there is anything slower than the Chinese in such matters it is a combination of Chinese and Russians.

Travel in the Far Eastern Republic comes high. From Manchuria station to Chita, a distance of about 450 versts or 300 miles, the first class fare is 2 rubles 39 40 gold, about \$40. In addition to this all baggage above ten pounds is three rubles per pound or about ten pounds. The cars are well equipped, many windows broken, not over clean and lack all small equipment. First class is only approximately second in attractiveness and neither is too far removed from third. Men's and ladies' bedding are provided by the traveler himself and candles take the place of the electric lights which no longer function.

Leaving Manchuria a half-hour late in the Chinese export examination, we start across the beautiful grassy plain in the early evening. It is ideal grazing country and cattle and horses are numerous. At Station 4, merely a siding but the first in the territory of the Far Eastern Republic, we come into contact for the first time with officials of the new government of its own soil. They are most unassuming men, business-like and reasonably courteous. The 'other' are in an advanced state of deterioration as are those of the people along the way. Passports are quickly examined and we go on.

Matsievskaya is the first station on the Siberian side of the line. Just before reaching this place we saw in the distance a troop of cavalry of the Far Eastern Republic encamped in outposts against threatened Ural raids. Many soldiers, in uniform but unarmed, were seen about the station.

FOOD PLENTIFUL

The roadbed is for the most part in good condition. The train travels along smoothly on a very morning. As we approach Oymyakon, a picturesque town at the banks of the Ural River, here at the station are peasants, women offering milk, eggs, roach, sausage, etc. in generous quantities and at reasonable prices. The peasants and plenty of food but they are sadly in need of clothes. Sacks and skirts are wonderful patchworks and Joseph's coat would be a breach of many colors. On the station bulletin board a proclamation of the government reminding the peasants what they had suffered under a Semenov regime; telling them that the same crowd of robbers are again threatening the peace and security of the people of the Far Eastern Republic; that if they did attack the people must stand by the government and the army, the army that drove them out last year, until the bandits were again driven out and destroyed. This appeal is not without great effect upon the peasants, many of whom were members of the Semenov bands that expelled Semenov and his followers last year.

There were evidences of the

pared for an attack from these old enemies. Just above the station was an armored train carrying a 3.7 long range gun and cars equipped for machine guns and riflemen. The engine, also armored like a horse in the Middle Ages, was fully coated and the fires were going under the boiler. On the next was a long train, apparently of supplies, on the open car of which were hundreds of reels of barbed wire.

TROOPS OF THE REPUBLIC
Just a short while before we left, a troop train from Chita pulled in 47 cars carrying a regiment of about 1000 men with complete field equipment. There were horses, wagons, carriages, two motor trucks and a passenger automobile. The men were well clothed and well shod though the most striking characteristic of their uniforms was the lack of uniformity. Their personal equipment was better. This was uniform and much of it new. All were fully armed.

The democracy of the troops was apparent. The officers wore no distinguishing marks, though some of the higher commanders had faded better as to clothing than the privates. The soldiers were mostly young men, well set up, cheerful and well behaved. A talk with one of them brought out the opinion that some things were pretty hard just now but they all understood how things were and knew that the government was doing the best it could and they were going to stick it out until things were settled and settled right. There was an absence of military fuss, ferocity and these apparently between officers only, but when a company formed the work was promptly and well done. The men showed their thorough training and the officers know how to handle them. If the new government has many regiments like this it is entitled to much credit on its count.

As we pulled out of Oymyakon we passed the railway yards and repair shops. Here we counted over 70 locomotives of which only a few were in condition to operate. Undoubtedly many had contributed parts to the few that would run. Here also were over 100 freight cars, some in good condition, some smashed and some burned by Semenov's men in their retreat. A very little in the way of spare parts and materials would equip the new republic with a very good working railroad, and yet that little is so hard to get. I start to be made however, for later we saw several cars which had been recently renovated and were in as good condition as could be desired.

A DELIGHTFUL TRIP

From the hills around Oymyakon the road runs across rolling grassy plain dotted with wild flowers, dotted with herds of horses, cattle and some camels. At Burinskaya we pick up a second engine and start over the first spur of the "abandoned" Mountains. Long wind up curves, horsehoe curves and winding curves follow one another and we are soon in the great country that constitute the chief assets of the new republic. From Bakal a certain stretch the pine forests from which vast quantities of lumber will soon be shipped to all parts of the world.

From Karimkaya the trip to the Ural river to Chita is delightful. The river winds through a fertile valley between heavily wooded hills and the scene is one of ever changing beauty. About eight o'clock we could discern against the setting sun the domes and towers of Chita, the capital of the Far Eastern Republic. Much to our disappointment we found that we had anticipated our own telegrams sent from various points along the road and that our rooms would not be available for two days. We were taken to the best hotel in town, a description which speaks volumes for the others. Our room resembled a half-hearted attempt to keep clean a much worn room and more worn furniture. The beds and other accommodations at silence speak. Chita's real hotel is now a charred wreck, its last service being a bottle for Semenov's general staff.

LIFE IN CHITA

Chita is still under a mild form of martial law. Cameras are objects of suspicion and no one is allowed to be on the streets after midnight. Other wise there is nothing in the general appearance and atmosphere of the place to indicate anything abnormal. There are many men in uniform—or perhaps one should say quasi-uniform—about the streets, but of armed guards only a few. Policemen are nowhere to be seen. The government buildings have a few armed men on guard at the door, but no

Correspondence

SHANGHAI TO HAVE A MOTOR CAR SHOW

Editor, THE CHINA PRESS
Sir: Some weeks ago there was an announcement in the newspapers to the effect that the Shanghai automobile dealers were planning an exhibition for this summer or fall. Since then I have watched the papers closely for further reference to the proposed show, but nothing additional has been printed.

If the automobile men of Shanghai do not go through with the plan of holding a show they will miss a great opportunity, not only to boost their own business, but to aid the good roads movement as well. From my own experience and from the testimony of men who certainly were in a position to know whereof they spoke, he can say that no one factor had a greater influence in "motorising" America than the scores of auto shows that long have been a part of American national life. The same thing is true of England and the Continental countries. China never has had a first class motor show, which is surprising in view of the interest that is daily shown by the Chinese in this modern method of transportation. Undoubtedly prove attractive to the Chinese, and foreigners, of course, would "eat it up." I have heard many inquiries about the proposed Shanghai show, and I would like to express the hope, through the columns of your newspaper, that the enterprise will be carried through, as announced. Very truly yours,

AUTO.

(Editor's note.—THE CHINA PRESS is reliably informed that plans for holding an automobile and accessories show in Shanghai in the autumn are being carried forward as rapidly as circumstances will permit, and that a general meeting of motor car men and other interested parties will be called next week.)

LATE THEATER-GOERS

Editor, THE CHINA PRESS
Dear Sir: In reading the critique of "La Boheme" in THE CHINA PRESS of the 22nd inst. I noticed your remarks with regard to late theater-goers, and the remark that "something must be done, but what?"

Might I suggest that the same be done in Shanghai, as at any other theater where an Opera is being shown in all large cities, namely: that the doors be shut on the commencement of the overture and not opened till after the first act is completed. Surely with this rule in force, theater-goers will not fail to put in an early appearance, and in doing so will not receive so many shocks as to the lateness of their arrival.

It really is most provoking, the lines of the performers are more often than not lost, and it is hard for both performers and the audience to have a disturbance created in the middle of the performance. The person who has to push past another who is already seated, to get to his own seat, invariably steps on the other's foot and with "noce analogies" raises on and "sweets" the incident. Not so the Latin, who if he has a corn, fears he soreness for some days to come. Certainly something must be done to stop this exceedingly bad habit. I am, Yours faithfully,

"THEATR-GOER."

Shanghai, July 22, 1921.

FAMINE FUNDS AND TAXES

Editor, THE CHINA PRESS
Dear Sir: The famine situation North China is, according to official announcement made some weeks ago, now such that no further subscriptions are being solicited by the International Relief Fundes. Can you, or any of your readers, explain, therefore, the continued levying of a famine tax by the government upon telegraphic messages, railway tickets, and the like?

That there is famine at present in the Southwest I am quite well aware, but according to announcement the sum of \$2,000,000 or thereabouts remains in the hands of the famine commissioners in Peking and is, or should be, available for aid in this connection. Who handles the funds acquired by this government taxation anyway? Through what organization or organizations are they disbursed? You're truly,

HOUDINI.

A FIRST MORTGAGE ON THE WORLD

Editor, THE CHINA PRESS
Sir: Now that the season of Chinese riding is with us, it is high time for the police of both the International Settlement and the French Concession to be more strict with chauffeurs who have no regard for the rights of either foreign or Chinese pedestrians, notab-

ly on Avenue Edward VII and on Bubbling Well Road.
The Special Traffic Court of the International Settlement is an excellent institution, but it cannot deal with offenders if the police do not hand in reports of reckless driving.

I note in your paper this morning that one chauffeur was sentenced to a year in prison. The Court should be commended for such stern action. The Chinese chauffeur (and in many instances the foreign driver of motor cars) is of the opinion that a wheel in the left hand and a klaxon in the right constitutes a first mortgage on the world. Very truly yours,

WILLIAM F. JOHNSON.

SAME OLD TUNE

Editor, THE CHINA PRESS
Dear editor: What I can't make out when the band is all the time practising there, in the Public Garden is why they don't get a new piece to play. It used to be all rite and I liked it fine last summer but I thought by this time this year they try a new one. Seems to me I like those band boys all have got nice horns and instruments and I bet if they was to try it once they could play a real tune taking it slow and easy at first. First time I heard them at work it was all rite like I said. The piece begins nice and easy and makes you think everything round the house is quiet and peaceable with the kittle on the stove and old eddy sitting nice in the rocking chair in the front room. Then all at once somebody heaves a brick through the window and the stove turns over.

By that time everybody listening in the Garden there is all excited and wondering what'll happen next and they get fooled because just then all of them at the same time quit but the man with the flute and he goes on soft an easy until smash bang, there's a fire alarm turned in and they're off again forty miles an hour with everybody in the house fixing things out of the windows and the crowd outside, shouting for help. After a while the fire is put out and the music boys goes along smooth and nice to show there wasn't much damage after all and they give a little twist to show that the place was insured all rite and that ends the tune.

The next time they begin again and chime up slides. Part of the boys take the first half of the piece and the others start right in the middle. Of course that changes it some but it's the same old piece just the same. What I can't make out like I said is why they don't sometimes try a new one. You're for something quick and devilish.

ORFÈUS.

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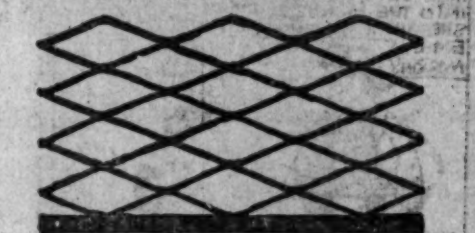
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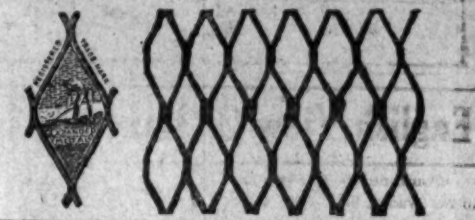
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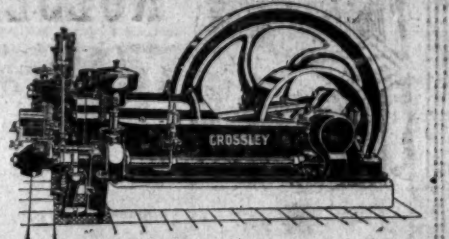
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Health, Beauty And The Home

"Re-Locating" a Kitcher

By Mrs. Christine Frederick.

The Distinguished Authority on Household Efficiency.

MARCH is the month of household rearranging, and the season of the year when every housekeeper begins to think of "sprucing up," not only in the main rooms and furnishings, but in the often neglected corner—the kitchen.

But this article does not intend to speak of the need of new pots, new pans and pans and fresh curtains, necessary and desirable as they are. Its purpose is to discuss the word "locate" and its application to the fittings of the kitchen.

This is a word borrowed from the factory and the shop, and means the placing or location of tools and appliances so that the worker will be saved all useless motion and walking.

I think I may have told my readers of a visit to a factory and how I stood next the workbench of a man assembling part of one of the machines made there. Over the bench was a strip of wood in which were fastened about a dozen different tools needed for the job. To the front and side were small, cigar-like boxes with partitions, each filled with separate kinds and sizes of screws and other small metal parts.

The man stood in front of the bench, and by the swiftest motions grasped the needed tool with one hand and the parts from the boxes with the other, thus assembling a machine with marvelous speed. In other words, every tool and supply needed for the particular job were "located" exactly at the right place.

Now, while speed in itself is not so desirable in housework, we should always be trying to see how we may save useless effort for the woman in the home. Can we not "locate" the house tools just as it is done with the factory tools?

I went into a kitchen the other day, and as my eye roamed about the walls I noticed that there were two egg-beaters hanging over the sink. The potato-masher also hung over the sink. I unconsciously asked myself, "Does Mrs. Jones beat eggs in her sink or mash potatoes there?"

Of course she does not! When she wants to use the egg-beater she walks to the sink, takes down the beater and carries it to a table probably ten feet across the room. When she wants to mash potatoes she trots the same unnecessary twenty feet back and forth before she begins the actual job itself.

If I were Mrs. Jones I would "re-locate" all the equipment in my kitchen. I would look at every pot and pan and ask myself where these are mostly used. If on the stove, they should be placed somewhere near it, so that they may be grasped right at the point of use, without entailing search, walking and waste time. I would ask myself the same question about every beater, masher, colander and dipper, and answer it by "locating" each article at the point where it is most frequently used.

Where are the kitchen knives? In a table drawer which must be walked to, opened, shut and a long trip made back with the knife? Or are they hung up, as they should be, in a special rack over the table where they are most commonly used?

Over my kitchen sink hang aluminum quart and pint measures, and frequently persons ask me, "Why?" I reply that they are constantly used to measure water in cooking, and consequently they hang over the water supply where they are within easy reach when needed.

Another example of "location" in my own kitchen is that of the tea canister and teapot, and adjoining a glass coffee jar and pot.

When one desires to make either of these beverages it is only necessary to lift the two hands, taking the tea in one and the pot in the other, and lay both on the table with one motion. In the table is a drawer holding spoons to measure with, and the stove is only a few inches to the left.

Contrast this example of good "location" with the time and motion that would be necessary if the teapot were kept on a shelf over the sink and the tea canister placed on a shelf in a pantry often as much as fourteen feet outside of the kitchen floor limit.

Yet women often wonder why housework is so tiring and look with envy on the work of men in factories as being "so easy." The latter is easy solely because both the tools and the materials are "assembled," or at least "located," before the man touches his actual work.

Go into your kitchen this week and make a real study of the shelves and closets and hooks where your kitchen fittings are placed. Analyze the location of each tool and give yourself the place, where it can be most easily found when needed.

"Use only the softest of toweling on the face, and do not rub it too hard."

Photograph Posed by MISS ARLINE CHASE at CAMPBELL STUDIO.



In some cases the building of a few new shelves will aid, again, the changing of the position of certain hooks and nails will improve

matters, or merely altering the position of the article from one shelf to another will be all that is necessary. The whole idea is to save

useless steps, and consequently effort, and to "locate" each pot, utensil and tool at the place of most constant use.

A Good Complexion

By Lina Cavalieri.

The Most Famous Living Beauty.

EVERY woman and, of course, every man also, desires to have a good complexion. It is a very decided asset socially, and even in business a fine, clear skin gives us a feeling of confidence and well-being that cannot be denied. The only way to gain and keep a good complexion is to give the skin a certain amount of attention every day.

For reasons of convenience the one thorough toilet of the day should be made in the evening. If this is carefully done any other facial cleansing that may be needed throughout the day may be brief and more or less perfunctory.

Unlike house cleaning, which is usually done in the morning, the face and neck get their most important renovating and overhauling at night. The purpose of this is apparent. In the crowded city the skin comes in contact with flying particles of dirt and smoke and countless other soiling agents out of doors. While at night, when snugly ensconced between the white sheets of the bed, there is little chance for wandering atoms of dust to find a lodgment on the skin.

Moreover, if the day's accumulation of grime is permitted to remain on the face and neck it becomes even more firmly embedded in the pores, and some of it, at least, is taken into the circulation and is thus carried all through the body.

The first thing to be done is to put on a loose robe that will give perfect freedom of action to the arms and shoulders. Then rub into the face and neck a liberal coat of cold cream. This may be wiped away in a few moments, carrying with it the heaviest part of the surface grime.

Take a mild soap, preferably a pure castile, and a bowl of tepid water. Most of you use a face cloth, but be careful not to use any except of the softest material, such as the sheersheet bath toweling. It is even better to use soft silk or muslin or cheesecloth. Personally, I seldom use anything save the palms of my hands.

Another caution may not be amiss just here. Do not rub the face hard. Because a hard rubbing loosens the skin, causes the muscles of the face to sag and forms the much-disliked wrinkles.

Lastly, give the face a thorough cold cream bath. For anyone who desires a good complexion this is absolutely essential. If preferred, lanolin, which is really a skin food, may be used instead of cold cream. Here is a formula for a cream containing lanolin that should be compounded as follows:

Lanolin, 2½ ounces; spermaceti, ¼ ounce; oil of sweet almonds, 2 ounces; fresh mutton tallow, 2½ ounces; coconut oil, 2 ounces; tincture benzoin, ¼ dram; Portugal extract, 2 ounces; oil of neroli, 10 drops.

An old-fashioned favorite still in use by many is almond milk. From it a good astringent preparation that both softens and bleaches the skin is this: Almond milk from fifty crushed almonds; rose water, 1 pint.

To ensure its being perfectly smooth strain the mixture through a cheesecloth or soft silk before using. In this form it is wonderfully softening and whitening. If you wish to make it even more strongly astringent the addition of one-half ounce of alum will give the desired effect.

When putting on the cold cream make a conscious effort to massage away the incipient wrinkles made by a hard day. With a rotary motion massage gently from the corners of the eyes to the edge of the hair line.

In the same way, with the tips of the fingers, smooth out the lines which too much concentrated thought will produce between the eyebrows.

With the cushiony tips of the middle fingers iron out the laugh lines by rubbing from the corners of the lips upward to the nostrils and beyond. Also try to remove the ugly little lines in front of the ears by rubbing gently upward.

The care of the complexion is really an exacting occupation in itself. Yet the results attained will more than repay all the effort that may be expended.

After a good night's sleep, when the skin has been well cleansed and cold-creamed, take a simple morning cleanse with a little rosewater prepared one very quickly for the duties of the day. If desired, instead of using rosewater for your morning ablutions, add two drops of tincture of benzoin to a quart of tepid water, and with this remove whatever of cold cream may still remain on the skin.

How to Plan a Gown

TO plan a gown properly it is necessary first to study the figure of the person for whom the costume is designed.

There are few figures that come anywhere near to perfection. Accordingly, after discovering where the shape is out of proportion or defective, the problem is to construct the gown in such a way, with skillful arrangement of line and form, as (1) to conceal or correct the defects and (2) to bring out and make the most of the good points.

The Iowa State College has recently made a special study of this interesting subject. In discussing which its technical expert, Mary E. Richardson, says that "the first question in regard to a gown is, does it exhibit to best advantage the good points of the wearer?"

She calls attention to the fact that a gown may be beautiful in itself and yet so striking in color or design as to "assert itself above the wearer." Thus a costume that would be highly becoming to a woman with dark hair and eyes and high color might be quite the reverse if worn by a person of insignificant figure, with little coloring and dull eyes and hair.

A woman with a short, thick neck should not wear a high collar, for such an arrangement makes her neck look thicker and shorter. On the other hand, a low-cut gown makes a long, thin neck appear longer and thinner.

Short women inclined to stoutness ought to avoid checks and plaids, which diminish their apparent height. Vertical stripes will add to their seeming stature. But for that very reason very tall women should be wary of such stripes, while favoring plaids and checks.

The present fashions are hard on the women with long, thin necks. Likewise on the short, stout women. For short skirts (as any observant person may notice on the streets) make women look shorter. Furthermore, women have shorter legs than men, relatively to their stature, and this point is accentuated and to the eye exaggerated by the short skirt.

Look at a gown as you would at a picture. Its surface is broken into spaces by bands of trimming, rows of buttons, seams, pockets, etc. For good results in designing there must be a general plan carried out through the entire costume, so that there may be an orderly arrangement of these lines and spaces.

An entirely new idea to you, is it

not? It has never occurred to you to think of the surface aspect of a gown as if it were a map on the wall.

Rules (which have to do with effects of beauty and becomingness) govern these matters. If trimming be used in the form of bands it is better to place it horizontally on the skirt and sleeves, with a belt at the waist, and in the form of a square at the neck, perhaps with bands running from the shoulders to a little below the waistline. Such an arrangement gives harmony and is becoming and agreeable to the eye.

It is surprising how much costume can do to make a woman look taller or shorter. If she would augment her apparent stature let her so design her apparel that the longest possible vertical line shall pass through the center of her body. Such a line may consist of a narrow vest and underskirt (of material different from the outer frock) extending the full length of the figure. It may be topped by a small hat with a vertical or slightly oblique bow or feather in front.

There is, on the other hand, the tall and thin woman who is anxious to look thicker and shorter. Here is the same problem reversed. She is advised to make prominent the curves of her sleeves with large cuffs of different material, and to accentuate the shoulders and sides of the skirt by suitable arrangement of trimming that the eye is carried across the figure instead of up and down.

Much, you see, of women's costume depends for its effects upon optical illusion. The human eye is an imperfect instrument of vision easily deceived. But that is a matter to be taken importantly into consideration where dress is concerned.

In planning a gown there is always the item of balance to be considered. If a short, close-fitting skirt be worn, a small hat should go with it. There is not width enough at the skirt bottom to balance a large hat.

On the other hand, if the skirt be full and wide the hat, to balance it, should have a wide brim. When a woman goes to pick out a hat she usually considers it with reference to its becomingness to her face. This, of course, is important. But she does not realize that its becomingness has a proper relation not only to her face, but to her entire person.

A hat should be becoming to the figure as well as to the face. And it should be selected when wearing the gown with which it is meant to be worn.

Beauty Questions Answered

I HAVE an ugly wart on my chin. How can I remove it? —MEG.

Ask your druggist to make a solution of carbolic dioxide snow dissolved in acetone. Apply a little of this daily with a tiny camel's hair brush. Do not allow the solution to touch any part of the surrounding skin, or a bad burn will result.

Household Helps

Coffee in Cookies. Cold coffee used instead of water in making molasses or ginger cookies gives them a delightful flavor.

Hot Compresses

A POTATO ricer is just the thing for wringing out compresses from water too hot to bear the hands in.

Testing Nutmegs

IF nutmegs are as good as they should be oil will appear immediately around the punctures made by pricking them with a pin.

Crepes Dish Towels

VERY serviceable dish towels that require no hemming and do not need to be ironed are made from cotton crepe cut in one yard lengths.

ALTHOUGH I am only sixteen my bust is very large. I would like to know the cause of this and what to do to reduce it. —E. A. P.

In addition to your powers of assimilation and the kinds of food you eat hereditary factors play a very large part in the development of a woman's figure. The daily application of cold salty water or plain camphor water will have a marked reducing effect on this region. A simple dumb-bell exercise every day is also a good way to pull off superfluous flesh from the shoulders and bust.

DURING the past year my hair has grown very thin, and owing to "teasing," to make it stiff out, the sides are nothing but short ends. What can I do to make it thicker and longer? —J. T.

If the tendency of your scalp is toward dryness rub in a little olive oil after your weekly shampoo. A few drops of the following is wonderfully nourishing for the growth of the hair:

Oil of rosemary..... 1 ounce
Oil of mignonette..... 3 ounces
Oil of sandalwood..... 30 drops

In some cases singeing or clipping the ends will stimulate its growth.

Appetizing Menus for the Week

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
Breakfast Pineapple Hashed Brown Potatoes with Diced Bacon. Whole Wheat Gems. Coffee. Luncheon Apparagus Broth. Creamed Hominy. Apple, Cream Cheese and Nut Salad. Tea. Dinner Braised Ribs of Beef. Brown Sauce. Baked Potatoes. Boiled Onions. Fruit Compote.	Breakfast Oranges. Cheese Cream Toast. Coffee. Luncheon Potatoes Stuffed with Flaked Fish. Baking Powder Biscuit. Apple Sauce. Dinner Emergency Soup. Cannelloni of Beef. Tomato Sauce. Mustard Greens. Caramel Bread Pudding.	Breakfast Stewed Dried Peaches. Cheese Omelet. Toast, Coffee. Luncheon Clam Broth. Rice. Celery Salad. Toasted Marguerites. Dinner Boiled Calf's Head. Vinaigrette Sauce. String Beans. Pineapple Short Cakes. Coffee.	Breakfast Cold Boiled Rice with Glazed Apple Sauce. Broiled Tripe. Muffins, Coffee. Luncheon Florentine Spaghetti. Rice. Lettuce and Pea Salad. Cooked Dressing. Tea. Dinner Smothered Chicken. Biscuit Border. Cream Gravy. Sugar Cakes. Radishes. Fruit Juice Tapioca Sponge.	Breakfast Grapefruit. Broiled Salt Salmon. Corn Muffins. Coffee. Luncheon Toasted Crackers. Milk with Beaten Eggs. Dinner Baked Fish. Boiled Potatoes. Creamed Celery. Loganberry Jelly. Custard Sauce.	Breakfast Broiled Bacon. Hashed Apples. Twin Mountain Muffins. Coffee. Luncheon Cream of Vegetable Soup. Saratoga Potatoes. Brown Betty. Molasses Sauce. Dinner Boiled Beef Tongue. Horseradish Sauce. Rice Croquettes. Spinach. Lemon Meringue Pie.	Breakfast Baked Bananas. Cereal. Bread Crumb Waffles. Maple Syrup. Coffee. Dinner Casserole of Veal (Mexican style). Mashed Potatoes. Jellied Tomatoes in Heart Lettuce Leaves. Mayonnaise Dressing. Canned Fruit. Sponge Drops. Supper Milk Toast. Stuffed Prunes.

Tested Dessert Recipes

By Mary Lee-Swann.

The Well-Known Writer and Lecturer on Cooking.

IN presenting these dessert recipes I wish to call attention to some general directions that need to be borne in mind in connection with all recipes that call for freezing. The mold should always be dipped in cold water before filling it with the mixture to be frozen. It should be covered with buttered or paraffine paper before the lid is pressed on. Unless the cover fits very tight the edge should be rubbed with a little lard and bound carefully with a strip of clean cloth to prevent leaking.

Strawberry Mousse.

HAVE ready 1 cup strained strawberry pulp and juice. Add 1 teaspoon lemon juice, ¼ teaspoon salt and ½ cup powdered sugar. Beat 3 cups cream until stiff, add strawberry pulp slowly and pour into a mold. Seal and pack in equal parts ice and salt for 4 hours. Garnish with whole berries.

Pistachio Parfait.

BOIL 1 cup sugar and ¼ cup water together until syrup will spin a thread. Pour slowly, while beating constantly, on 3 stiffly beaten egg whites, and beat until cold. Add enough vegetable color paste to make a delicate green. Add ½ tablespoon vanilla and 1 scant teaspoon almond. Beat 2 cups cream until stiff. Add to sugar and egg mixture with ½ cup finely chopped pistachio nuts. Freeze, using 3 parts ice to 1 part salt.

Peach Mousse.

SOAK 1 teaspoon gelatine in 3 tablespoons cold water. Then place over hot water to dissolve. Add to 1 cup strained peach pulp with 2 teaspoons lemon juice and ½ cup powdered sugar. When mixture begins to congeal add 2 cups cream, beaten until stiff. Pour into a mold, seal and pack in equal parts of ice and salt. Other fresh fruits may be substituted for peaches.

Sunshine Parfait.

BOIL 1 cup sugar with ¼ cup water until syrup spins a thread. Then pour, drop by drop, while beating constantly, on 3 egg yolks. Cook over hot (not boiling) water until mixture coats the spoon. Beat until cold and add 1 tablespoon orange extract and 2 cups cream beaten until stiff. Pour into a mold, cover with buttered paper, adjust the cover and pack in equal parts of ice and salt. Let stand 2 or 3 hours. Unmold and garnish with candied violets or orange peel.

Maple Parfait.

BEAT 1 cup maple syrup. Pour gradually on 4 egg yolks. Cook over hot water until mixture coats the spoon. Beat until cold and add 2 cups cream beaten until stiff. Pour into a mold and proceed as for Sunshine Parfait.

Angel Food Parfait.

BOIL 1 cup sugar and ¼ cup boiling water until syrup spins a thread. Pour slowly, while beating constantly, on 2 stiffly beaten egg whites. When cold fold in 2 cups cream, beaten until stiff, and add ½ tablespoon vanilla. Turn into a mold, cover with buttered paper, adjust cover and pack in equal parts ice and salt. Let stand 3 or 4 hours. Garnish with candied violets.

Parfait Amour.

PICK over, wash, hull and wash with 1 cup sugar, cover and let stand several hours. Then press through fine strainer. Boil 1 cup sugar with ¼ cup water until the syrup will spin a thread. Pour the syrup gradually, while beating constantly, on 3 stiffly beaten egg whites. When cold fold in 2 cups cream beaten until stiff. Freeze the strawberry juice to a mush and combine with cream mixture and continue freezing. Now beat 2 cups cream until stiff, add a pinch of salt, ½ cup powdered sugar, ¼ cup shredded roasted almonds and ¼ cup brittle (made as described later on). Turn into a border mold, cover with buttered paper, adjust cover, pack in ice and salt, using 3 parts ice to 1 part salt. Let stand 3 or 4 hours. Remove the last mixture from mold to cold serving dish, fill centre with first mixture and garnish with candied rose petals or chopped pistachio nuts. The brittle is made as follows: Melt 1 cup sugar in a saucepan, stirring constantly. Pour into a large hot pan, barely covering the bottom. Cool, remove from pan and break in small pieces.

Nanyang Bros. Company To Send 15 Chinese Students To America

Competitive Examinations For Candidates From 20
Colleges Begin Tomorrow; Ten To Be Picked In
Shanghai And Will Sail On Empress Of Russia
On August 20

Candidates for the scholarships offered by Messrs. Nanyang Brothers Tobacco Company and its managing director, Mr. Kan Chiu-nam, to study in American Universities will undergo their competitive examinations, beginning tomorrow morning at the Kiangsu Educational Association, West Gate, under the direction of a special committee appointed by the association.

About 60 candidates representing 20 leading educational institutions in China will sit for the examinations, having been recommended by the respective colleges and having passed the physical tests of the committee. The Nanyang Brothers and Mr. Kan are sending 15 students to American Universities this year, ten of whom will be selected in Shanghai. The other five will be picked by competitive examination in Hongkong.

The candidates will be examined in English Monday morning at 8 o'clock under the direction of Mr. Jabin Hsu of The China Press and in Chinese at 10:30 o'clock by Mr. Shen Hsin-ching, secretary of the Kiangsu Educational Association. On Tuesday morning they will be examined in chemistry, physics, economics and mathematics, while on Thursday morning, they will undergo an oral examination.

The successful candidates will sail on the Empress of Russia on August 20.

This is the second group of students that the Nanyang Bros. and its managing director, Mr. Kan, are sending abroad. When the first group was sent last year, only six were chosen in Shanghai. The rest were selected among those already studying in Europe and America.

Decision to send students to America only was reached this year because of the requests made by all the students who were sent to Europe to be transferred to the United States.

According to present arrangements, the Nanyang Bros. and Mr. Kan will send another 15 students to America next year.

Early in June, Mr. Kan, acting for himself and Messrs. Nanyang Bros. Tobacco Company, addressed a letter to the Kiangsu Educational Association, asking it to arrange for the competitive examinations to select the students. Accordingly, the special committee was organized with Dr. David Z. T. Yui, general secretary of the National Committee, Y.M.C.A., as chairman. The other members of committee are Mr. H. Y. Moh, Mr. Jabin Hsu, Mr. S. C. Chu, Mr. Y. H. Yang, Dr. Huang Yen-pai and Mr. Shen Hsin-ching.

Eighteen recognised universities of China were invited to send four candidates together with the academic records of the nominees. The presidents of the universities were urged to send only those who are qualified for the freshmen or sophomore classes in American Universities. Other educational institutions with standard high enough to be ranked among the universities in China were also given an opportunity to enter students.

The Nanyang Bros. and Mr. Kan are paying all travelling expenses for the candidates, and the successful men will be given a monthly allowance of \$80, exclusive of tuition, laboratory, graduation and medical fees as well as allowances for initial clothing expenses.

Except that the students should pursue courses in commerce, engineering and agriculture, there is no other restriction. The students owe no obligation to the company or Mr. Kan; they are not required to come back and serve the company. After their arrival in the States, they will be taken care of by the New York branch of the Nanyang Brothers Tobacco Company.

player went game, although six others had the chance:

H-Q 3
C-Q 3 5 2
D-10 6 4
S-K 8 3
H-10 7 2
C-A 6 4
D-J 5
S-Q 3 2
H-K 8 6 4
C-S 2
D-A 7 3 2
S-10 6 4
H-A 9 5
C-10 7
D-K 9 8
S-A 9 7 5

The bid at every table was apparently no-trump by Z, who dealt, and the correct opening was the small club. This Z won with the ten. This is how the hand went when Z went game:

Realizing that he would have to lead clubs twice to get the ace and king out of the way, and that the adversaries would at once see the importance of killing that reentry king of spades, Z saw that even if that all happened he still had a chance to make the ten of diamonds a reentry, so he at once returned the club; that being the only suit worth playing for.

A won the club with the king and at once led the queen of spades. This Z won with the ace; but now he has no club to lead to establish that suit. The diamond is still possible, however, and for that chance he plays, leading the king, carefully avoiding the mistake of taking out dummy's spade king, which would at once betray his plan and force the adversaries to hold up the ace of diamonds. B won the king of diamonds, and returned the spade ten.

Dummy won the spade and established the clubs. The spade jack made the next trick and then-jack of hearts came through. Dummy did not cover, and Z won with the ace, discarding the heart queen on the fourth spade. Now if the jack of diamonds does not drop it is all over. If it does, the ten of diamonds brings in the clubs, which it did, and won the game.

At other tables Z did not return the club, but led the spade, and then led the diamond from dummy. The queen winning, the next play was a small heart, and B won the queen, returning a club, and A coming through with his equals in hearts. After the ace of spades, A and B got every other trick but one, setting the contract. At other tables the hand was mismanaged in other ways, some

leading three rounds of spades at once, some missing the ten of diamonds.

PLAYERS' SCHOOL— AUCTION BRIDGE

Question—The dealer holds six clubs to the ace, nine, eight, three diamonds to the king, jack, three spades to the jack and a singleton heart, on which he bids one club. His partner bids this is not an original club call. The dealer insists it is, as he has a singleton.—S. S. P.

Answer—Such hands are not considered good original calls, but are secondary bids. The lack of defensive strength, in case some other suit is trump. The singleton is an element of weakness in the declarer's hand, for this reason.

Question—The contract is three diamonds. On the second round of trumps the adversary on the left renounces. When the declarer shifts to his suit the player trumps it, and the consequence is that the declarer falls by one trick. If the declarer elects to score his two tricks and take the 50 point penalty, can his adversaries score 50 for setting the contract?—E. J. A.

Answer—The declarer cannot score both ways. He must either take the two tricks and add them to his own, scoring four odd, or he must let the tricks go and score 50 penalty. In no case can the revolting side score anything but honors, if they hold them.

Question—We are in doubt as to how to demonstrate that this hand is worth 24 points. The turn-up is a 6 and the hand contains two pairs, 4s and 5s. Is 24 correct?—B. R.

Answer—Lay out a run of 4, 5, 6, worth 3 points. By taking away one 4 and putting in

the other we get a different run of three. Replacing the 5 in the same way we get a third run. Putting back the first 4 with the new 5 we get a fourth run. As these count 3 each, the four are worth 12. As each of the runs is also a fifteen, we get four times 2, or 8, more. Finally we get the 4 points for the two pairs, making 24 in all.

POKER

Question—A bets that if a player stands pat he must answer the dealer's offer of cards by saying something that the other players can hear. What is the rule?—C. W. C.

Answer—All that is necessary to make the dealer understand that no cards are wanted. As each of the others is supposed to be paying attention to the game it must be equally clear to all at the table that the player stands pat. A player does not have to announce that he is coming into a jack. Putting up his chips is

enough, and the others are supposed to see the action.

Question—May a player ask to have the pack cut before he draws, not because any card is exposed, but for "luck"?—C. R.

Answer—The laws forbid any disturbance of the pack after the first deal for the original hands. Why should one player be allowed to try for better luck, which means worse luck for the others?

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Auction Bridge

BY R. F. FOSTER

(Author of "Foster on Auction, Auction Made Easy, Foster's Complete Hoyle, etc.")

As we have seen in previous articles, the three chief points in playing a trump declaration are to make dummy's trumps separately from the declarer's, to discard losers, and to finesse. In playing no-trumpers the management of the trump situation is absent, and the discard of losers is possible only when the partner has the winning cards in some other suit, together with length.

The success or failure of most of the no-trumpers one sees played hinges upon the making of the small cards in the long suits, and this again turns upon the proper management of reentry cards, so that the small cards or the established suit may be brought into play.

The management of reentry cards is something that has not been touched on as yet in these articles, the discussion being postponed until the foundation for such plays has been laid. How to establish suits, how to finesse, how to hold up command and all that sort of thing must be understood, so that the situations in which reentry cards are needed can be built up.

It is a simple matter to see that if you have the ace in one hand and the king in the other, if that suit is led by the adversaries, the thing to do is to win the trick in the hand that does not need the high card. Suppose dummy has five diamonds to the king, queen, jack and the king of hearts, the declarer holding the ace of

hearts, and a heart led. Any beginner would know enough to win with the ace and lead diamonds, keeping dummy's kind of hearts for a reentry.

There are several ways of making reentries, the necessity for them being foreseen from the start. One way, and the most obvious, is to get rid of high cards in one hand, so that the lower cards in the other hand may become "tops." A player holding ace and king, with jack in the dummy, may perhaps be able to catch the adverse queen and make dummy's jack a reentry. This may be carried down the scale, leading king and queen to make a ten good, and so on.

Repeatedly overtaking is sometimes necessary, so that the adversaries are forced to win the trick or leave the lead in the hand that is trying to make a reentry. Given queen-ten-eight in the hand that wants the reentry, jack-nine-seven in the other, and the beginner hopes to force the ace and king by leading the jack first. The expert overtakes the jack, and when he gets in again overtakes the nine with the ten, and finally the seven is led to the eight. Lay out these cards and it will be seen that dummy must eventually win a trick in that suit, no matter who has ace and king.

The skill and foresight with which some players will not only manage a suit, but bring it into play is sometimes remarkable. Here is a deal in which only one

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Tragic Knot Of Europe As Untangled By Ferrero

BY GUGLIELMO FERRERO
(Notes Italian Historian)

Rome, June 3.—Europe is breathing again after weeks of anxious suspense. The Reichstag has accepted the ultimatum of the Allied Powers. The German Government has pledged itself to carry out the as yet unobserved clauses of the Treaty of Versailles without delay, and has acknowledged the debt charged against Germany by the Reparations Commission.

The terrible dissonance which has been threatening the reopening of the war for four months past appears to be settled.

But is it settled definitely or merely for the moment? Is the vote of the Reichstag the sign of an enduring and serious repentance on the part of Germany, or is it a desperate expedient to gain time, so that the threatened invasion of the territories of the empire may be delayed for some weeks or months?

This is the question that all Europe is putting to itself. Some are in favor of the former hypothesis and some of the latter. The English are optimists, and believe in the repentance; the French, on the contrary, are pessimistic, and suspect a new and clever ruse.

Let us see what is the real tragic knot of the peace treaty and of the reparations—the most important part of the treaty—for Germany and Europe.

Personification, when one is speaking of peoples, is one of the most frequent mental attitudes of our times. We all speak of Germany, of her duties and her sins, of what she can and ought to do, as if she were an individual—a man or woman of gigantic proportions, but endowed with a single body and conscience. And, instead, Germany is not a person; she is a name which indicates two things—a people of about sixty millions and the government which supports and represents that people.

When we want to know what Germany can, will or ought to do, we must always indicate clearly, if we want to solve the problem, whether we mean the people or the government or both. For it is evident that of these conditions of peace imposed upon Germany by the treaty some are such that the government can and must execute them while others must be carried out entirely by the whole of the people.

CARRYING OUT TERMS

Among the former is the delivery of arms, and among the latter there are, above all, the reparations. The German Government may pledge itself to pay over to its conquerors as many billions as it likes, but the billions must be supplied by the whole of the German people with their labor, if the pledge is not to remain just a scrap of paper.

When, therefore, we ask ourselves whether or not Germany can pay the hundreds of billions demanded by the Allies, we are in fact asking ourselves whether the German people—that 60,000,000 that form the population of the Reich—is in a position to keep these pledges.

When the problem is put in this way, there can be no doubt about the answer; the German people could pay the sums asked by the Reparations Commission in right of the Treaty of Versailles, and could pay indeed much more, but on one condition—that it wants to.

If the German people, assailed by remorse, wants to work with all the energy of which it is capable for two or three generations, content to live on bread and onions provided it can repair the evil it has done, it may even repay all the expenses of the war to all the Allies.

But it would be puerile to expect such a fine example of Christian sentiment from an entire people. The German people wants to pay the least possible, and its repugnance to pay increases in proportion as we get further from the war, partly because it does not consider itself culpable of the war, but believes that it, like the peoples of the Entente, was constrained to fight by the malice of the other side, and partly because no people has ever liked paying taxes for any reason whatever. If they were not constrained by force, no people would ever pay even the taxes necessary to pay the police and the tribunals, or to repair the roads! It may be imagined

whether a people is ever likely to consent with a good grace to work for half a century to expiate its defeat in a war which its heads forced it to fight, so many years ago!

MUST BE FORCED

The German people will not pay the billions demanded by its conquerors unless its Government succeeds in forcing it to pay. When we ask whether Germany will pay the sums debited to her for the reparations we are asking, in fact, whether the German Government will have the force to extort the payment from its people, by means of taxes.

And this is the obscure and threatening and terrible point on which the future of Europe, perhaps, depends; a point which neither the peoples nor the Governments of Europe have ever seriously discussed.

Everybody in Europe seems to have forgotten that at the end of 1918 the monarchic system in Germany collapsed. Everybody continues to reason as if the Germany of today were the Germany of 1910, with the pretext that the German Republic will not be vital. And they may be right, but vital or not, as long as it lasts and for many years the German Republic will be a can be nothing but a weak government, because it has no historical traditions, because it was born in defeat and was an improvisation of desperation; because it rests on nothing but the will of the people in a nation which, up to a few years ago, was accustomed to be governed from above.

The most profound revolution generated in the equilibrium of Europe by the war is just this: that in Germany, which had the strongest government in the world up to 1918, there is now one of the weakest governments in Europe.

The whole present situation of Europe is dominated by this capital fact, and many advantages which it possesses are not exploited, just as many of its difficulties are insoluble, because the policy of the Entente is determined to take no notice of them.

GOVERNMENT TOO WEAK

The weakness of the Republic Government has of itself to a large extent solved the problem of the disarmament of Germany, at any rate for the moment. It is just because the German Government is so weak that Germany is no longer a menace. There is no fear of revenge on the part of Germany in the near future, not only because many arms have been taken from her but also, and mainly, because only a strong Government can take the initiative of a war. Germany has been disarmed, at least for the moment, not by the articles of the Treaty of Versailles or by the Inter-Allied Military Commissions, but by the revolution which overturned the Hohenzollerns.

But it is just because it is weak that it appears to me improbable that the German Government will have the force to extort, for half a century to come, the enormous sums necessary to pay the tributes imposed by the Allies. As for making war, so for paying enormous sums, a strong Government is necessary. When Germany was governed by the Monarchy, the Crown could take serious and valid pledges with other States because the Crown was in permanent power, of semi-divine origin, and superior to the continuous fluctuations of opinion.

Who, on the contrary, accepted the ultimatum of the Entente this time? The Reichstag, with a small majority. But who does not know that Assembly majorities are as changeable as the waves of the sea? And that the vote of one Parliament has never been able to bind a succeeding Parliament? And how can a Parliament which is elected by universal suffrage impose on the people from which it emanates and which elects it, the payment of immense tributes which the people do not want to pay?

The German revolution has facilitated the conclusion of peace and the disarmament of the Entente. But it has made the problem of the reparations exceedingly difficult, if not absolutely insoluble. This is the tragic knot of the whole European problem. The German Government may be sincere and it may have good faith today when it takes the pledge to pay; but its pledge

is equal to the value of its forces, which are slight.

A Ministerial crisis, new elections, a movement of public opinion, may within six months or a year's time put the Government in the impossibility of keeping its pledge, and may compel the Allies to adopt measures once more. On the other hand, it is evident that France cannot remain forever with her guns pointed, exposed every year to the danger of having to mobilize an immense army, to impose the execution of the treaty.

The conclusion is clear. The problem of the reparations cannot be solved without the consent of the German people. If we do not want Europe to go to perdition we must find a system by which the burden of the reparations is bound up with advantages, so that the German people may persuade itself that it is also in its own interest to help its old enemies to repair the damage done by the war.

With a little moderation and wisdom on the part of the victors, it might have been relatively easy to find such a system in 1919. Today it is certainly more difficult; but even today it ought not to be impossible, if both peoples and government would discover a little of that moderation and wisdom which has disappeared from the whole of Europe since August 1, 1914. Otherwise, the catastrophe is, sooner or later, inevitable.

Lines Of The Palm Betray Weak Minds

The three principal lines of the hand—those of life, head and heart—are normally present a few weeks before a child is born, all the lines are acquired by use. In an address read recently in London by Dr. F. G. Crookshank he said he early presence of these three lines was an example of the law of anticipation—that is to say, characters acquired for the race by response to need tend to appear in successive generations in anticipation of the exercise for which they are adapted.

When an ill brought up child, an idiot, or an ape grasped a fork, a stick or a straw, not as we hold, pen or a knife, but across the palm, a broad transverse crease as made which showed how the lines of head and heart had been differentiated from one transverse primitive line suited to this primitive usage of the hand. Such a line as seen on the hands of many monkeys, and it was this single transverse line that was seen on the palm or palms of many "fongols," the word Mongol being used here to define a certain undeveloped type of mentality.

The lines on the palms of fongols also tend to be very different on the right or left palms. This does not mean, however, that straight line across the palm is a sign of imbecility.

Ice-Box Must Be Kept Sweet Smelling

During the warm weather the careful housewife pays particular attention to her ice-box, says Gas (New York). Once a week she goes to her knees before it, vowing the walls and shelves with warm soapy water, then repeating her operation with clear rinsing water. She puts back on the shelves only such of her stock as shows no signs of decay. Fruits and vegetables, after they have reached their maturity, spoil rapidly; not even the chili of the ice-box can preserve them. In the decadent state, they are little more than bacteria incubators, and the fumes that arise from them may give other foods an unpleasant taste.

Before she closes the door on the "ice-smelling" ice-box, however, our lady who is most fastidious about her ice-box pours a little of scalding water down the drain-pipe, and so sends several thousand germs scuttling sewerward through tortuous passages. The drain-pipe is the most neglected part of the kitchen equipment; dirt from the ice water is allowed to accumulate undisturbed along its zinc walls, until the water trickling down from above can no longer find its way, brought and must back up into the upper compartment. In other words—a kettle of hot water a week saves a monthly visit from the plumber.

Hope To Make X-Rays Harmless

The French Academy of Sciences has appointed a committee to study the effect of X-rays with the object of trying to find some way of making them innocuous without taking away any of their healing power.

There are several skin diseases, affections of the glands, tumors and even cancers which yield readily to applications of X-rays, and these rays have become indispensable to surgeons as an aid to discovering the exact situation of a foreign body, an internal tumor, and other explorations before performing an operation. But on the other hand there is peril in their use, as the death of several doctors and nurses here and abroad proves, and there is a definite disease of the skin which arises from too frequent or too prolonged exposure to them.

It is true that screens of lead suffice to protect operators from the evil effects of X-rays, but operators are sometimes careless and then the rays are effective at a distance of almost thirty feet.

It is also true that X-rays injure only after prolonged or frequently repeated doses, their effect being cumulative, like that of some poisons.

The medical editor of Le Matin (Paris) has some interesting things to say about X-rays in an article informing his readers of the action of the French Academy of Sciences. X-rays are produced by sending an electric current through a glass tube in which there is a complete vacuum as possible. Inside the tube is a piece of metal from which the

electric current is given off. This, called the cathode, sends into the vacuum a bombardment of minute electrified particles called cathode rays. These, on striking a metal plate, also in the vacuum of the tube, cause this plate to give off other rays which are precisely the X-rays.

It is now known that X-rays are waves similar to those of light, except that they are shorter or longer than those of light. While the wave lengths of light—that is to say, the distance from crest of wave to crest of wave or from the bottom of the valley between two waves to the bottom of that between the next two—vary from eight ten-thousandths of a millimeter for the red rays to four ten-thousandths of a millimeter for the violet rays, the wave length of X-rays is between one-hundredth and one hundred-millionth of a millimeter, the

length varying according to the method of their production. Thus, one would need more than a million of these waves to make a millimeter, and it takes 255 millimeters to make an inch! And these waves move through space at the speed of light, or 186,000 miles a second.

It is just because they are so short that these waves can pass through most solid bodies; for all bodies, no matter how dense they may seem, are made up of little molecules, with spaces of air between them, and the waves of X-rays are so much smaller than the molecules that they can find their way through the spaces between them, just as little fishes can find their way through nets set for bigger fishes. The denser the substance the less easy is it for the X-rays to pass through. Lead is very dense, and a plate of it an inch thick suffices to shut off the rays.

It is evident that the shorter the rays the more penetrating

they will be. Radiologists speak of very short rays as "hard" and long ones as "soft." The hardest rays are produced by currents of very high voltage. But an inch or so of lead absorbs even such rays as are produced by a current of 200,000 volts.

This is not so with the most penetrating rays of radium. This gives off little electrified particles called alpha and beta rays, which are not deeply penetrating, and also gamma rays, which are identical with X-rays, except that their wave-length is only half that of the most penetrating X-rays and is therefore twice as penetrating.

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STUDENT STRIKE AIDS EDUCATORS TO W.DEN WORK

Tsinghua Men To Have Two Years Full College Work In China

(China Press Correspondence) Peking, July 20.—Educational standards at Tsinghua College are to be raised at the beginning of the next term, and hereafter two full years of college work will be given to the students before they are sent to America to complete their education by regular college courses and post graduate work. The strike of the college students gave the directors the opportunity to start the new system with a clean slate of considerable size for the second year course.

The college students, purely out of sympathy, went on strike to lead their moral support to the teachers and students of the public institutions. They were notified at the time that their educational expenses were defrayed by the returned Boxer indemnity funds from America and that they should resume their work as the school was not affected. The students in the school and abroad are in reality government employees and their pay in education and service is regular.

At the time of the final examination of the seniors, as they are called, fifty of the eighty members of the class took the examinations regarding the strike. They passed and will go to America at the regular time. The others were told that they should not strike as their trip abroad would be delayed by their failure to return to class or to take the examination.

The directors have now decided that those shall be the first to take the two full years at Tsinghua. They will accordingly take a second year of regular college work before taking their examinations for going to America. In addition to this they will probably have to make up the work they missed while on the strike though that will be little.

GERMAN DEPUTIES MIX IN REICHSTAG

BY ARNO DOSCH-FLEUROT

Berlin, June 18.—I was the only newspaper correspondent present in the Reichstag late yesterday afternoon when a violent scene occurred, the Communist and Independent Socialist Deputies storming the benches of the reactionaries. The result was a free-for-all fight of unusual ferocity which lasted for fifteen minutes.

Herr Unterleitner, an Independent Socialist, opened an interpellation on the murder in Munich on June 8 of Herr Gareis, Independent Socialist leader of the Bavarian Diet. Herr Unterleitner began to talk about 2 o'clock and in a violent speech which lasted more than an hour and described the "deplorable conditions existing in reactionist Bavaria." He blamed the Munich police for the death of Gareis and attacked the monarchistically inclined Government of Bavaria under Dr. von Kahr, the Premier.

Throughout his speech Herr Unterleitner was continually interrupted by members of the National Party, who shouted the Bavarian Government and President of Police Pöhlner of Munich had done exactly the right thing when they forbade open meetings of protest and demonstrations regarding Gareis, fearing that such gatherings would only lead to more trouble.

This caused a great uproar among the members of the Left. Members of both sides hurried from their seats to the front of the Speaker's desk, and there was much loud talking and fierce gesticulating.

Suddenly a Communist member, known as the "Fighting Communist," dashed from his seat on the extreme left, pushed through those crowded before the Speaker's desk, seized Delegate Mittelmann, of the reactionaries, by the collar and struck him in the face. Even greater confusion followed; innumerable arms were waving and fists were being launched through the air. Herr Loebe, President of the Reichstag, closed the session by ringing a bell, but in the terrible uproar no one could hear it.

The affair was finally quelled. That no one was seriously injured may be accredited to two women delegates who displayed great courage. They made their way into the thick of the melee and placing themselves between the fighting members, called them back to their seats.

The radicals claim Gareis was killed by a member of the reactionary clique, while reactionaries insist the crime was committed by a Communist in order to precipitate a crisis.

So. Manchuria Road Elects New Manager

(China Press Correspondence)

Peking, July 20.—The stockholders of the South Manchuria Railway Co. at their last meeting decided to make a change in the management of the road and it is believed now that these changes will stop the criticism of the road that has been so prevalent in Japan. The stockholders elected Mr. S. Hayakawa, prominent Japanese capitalist, president of the road. Mr. J. Matsumoto was elected Vice-President.

Mr. Hayakawa is a close personal friend of Premier T. Hara and is one of the best known capitalists and financiers in Japan. He was graduated from the Imperial University, Tokyo and of late years has been a member of the House of Peers. He is prominent in the Seiyukai party now in power. After leaving college he was for a time in the finance department of the Government and after that was for fifteen years with the Mitsui interests.

How To Avoid "Sleeping Sickness"

The British Ministry of Health has issued a bulletin on encephalitis lethargica (commonly but erroneously called "sleeping sickness"), to which it appends the following advice as to precautions to be taken against it:

"The other occupants of a house in which a case of encephalitis has occurred or is being treated may be assured that the disease is one of low infectivity, and that very little risk is run by association with the patient. At the same time it is desirable that such association should be limited to what is necessary for proper care and nursing, and the patient should be well isolated in a separate room."

"School children in the affected household may be kept from school, as a precautionary measure, for three weeks after the isolation of the patient. There is no necessity to place restriction on the movements of other occupants, provided they are frequently examined and remain well. Those in contact with the case, however, should be advised to use antiseptic nasal sprays or douches and to gargle the throat with solutions such as those advised for influenza."

"For example, any of the following may be used: (1) 1 percent solution of peroxide of hydrogen; (2) a solution of permanganate of potash, 1 in 5,000, in 0.5 percent solution of chloride of sodium (common salt); (3) liquor sodae chlorinatae, 0.5 percent. These solutions can be used as ordinary throat gargles or snuffed up the nostrils or applied by an efficient spray."

"It is desirable that any persons in the infected household who suffer from sore throat or other symptoms suggesting an abortive attack should be treated from this point of view and isolated as far as possible until they have recovered. The sick room should be thoroughly cleansed and disinfected at the end of the illness."

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RAW SILK SALES LOSE DURING YEAR

Slight Gain Registered In Shipments To Europe; Decrease Due To U. S. Trade

Tokio, July 13.—The volume of raw silk exports during the season that ended June 30 was a rather heavy decrease over the preceding season. Especially in the exports to the United States there was a very heavy falling off.

The total volume of raw silk exports from July 1, 1920, to June 30, 1921, amounted to 182,336 bales, according to a Yokohama report. This shows that the old season that has just passed away was very unfavorable. That figure as compared with the season July 1, 1919, to June 30, 1920, was such a large decrease as 74,671 bales, although the rate of decrease was apparently not so serious as in the falling off in the value of the season's trade.

Of the total, 164,030 bales were shipped to the United States. It was a decrease of 80,470 bales as compared with the season July 1, 1919, to June 30, 1920. The shipments to Europe during the season that has just ended amounted to 18,306 bales as against 12,507 bales for the previous season. There was accordingly an increase of 5,799 bales. This conclusively shows that the depression of the raw silk trade during the last season was entirely due to the slackness of buying for the United States.

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WANTED, by American couple, no children, comfortable furnished house in western district or French concession from August 1st to November 1st. Apply to Box 57, THE CHINA PRESS.

WANTED, small furnished house October first. Apply to Box 68, THE CHINA PRESS.

WANTED, immediately, unfurnished house of 2-4 rooms with bath and kitchen or furnished place of 2-3 rooms with bath and kitchen. Any location. Apply to Box 5, THE CHINA PRESS.

WANTED, house of 5 or 6 rooms unfurnished, Western district or French town. Apply to Box 52, THE CHINA PRESS.

WANTED, a furnished or unfurnished house, 4-5 rooms with bathrooms, kitchen, etc. Also interested in suitable flat. Apply to Box 19, THE CHINA PRESS.

HOUSE WANTED. Wanted to rent five or six-roomed house in the foreign settlement. Advertiser willing to consider reasonable offers. Apply to Box 1236, THE CHINA PRESS.

GODOWNS, TO LET

TO LET godowns, or godown space, ground or first floor, northern district. Apply Raven Trust Co., Ltd., 15 Nanking Road.

GODOWNS, part or whole, to let in central district. Apply to L. V. Lang, No. 8 French Bund.

GODOWN FOR RENT, new, massive built godown of three stories adjacent to Chaofoong Road Jetty. Phone Central 1924.

EXCHANGE AND MAKT

WANTED to buy house Tls. 15,000 to Tls. 17,000 in French concession (near Park district) or western district. Please apply, giving address of house and full particulars, to Box 10, THE CHINA PRESS.

FOR SALE, Autocar truck, 2 ton, newly bought, run only 2,000 miles. Will sell at sacrifice. Phone Central 1924.

WANTED, about 12 mow land in the western district, French town in preference. Apply to Box 1293, THE CHINA PRESS.

WILL PURCHASE four or five roomed house with about 10 mow of land at a reasonable price. Send particulars to Box 1292, THE CHINA PRESS.

OFFICES WANTED

WANTED, 3 rooms, ground floor, for offices, central location. Reply to Box T. R. c/o Harvey's Advertising, 9 Ezra Road.

WANTED, office of two rooms in central district. Please apply, stating particulars, to Box 1276, THE CHINA PRESS.

GODOWNS WANTED

WANTED GODOWN near Soochow Creek. If possible on Soochow or North Soochow Roads, near Honan Road. Ground floor, space about 1,000 square feet. Replies to Box 1282, THE CHINA PRESS.

TO LET, flat of two rooms with verandah and bathroom attached. Hongkew district. Apply to Box 1269, THE CHINA PRESS.

NICELY furnished front room with enclosed verandah, private bath, modern conveniences. Full board. Suitable for married couple. Vacant August 1st. American family. Apply to Box 1274, THE CHINA PRESS.

TO LET, well-furnished rooms with excellent board in a private family. Telephone North 2105. Haining Road 10G.

TO LET, one well-furnished room with verandah, full board, 13 Dar roch Road, near Hongkew Park.

Classified Advertisements

PROFESSIONAL

CHINESE LAWYER, U. S. College graduate desires affiliate with attorney-at-law, or barrister-at-law. Apply to Box 66, THE CHINA PRESS.

CHINESE, U. S. college graduate would give lessons in language. Apply to Box 65, THE CHINA PRESS.

LADY PHYSICIAN M. D. looks for any kind of medical work, injections, vaccination, corporal massage etc. Also willing to attend sick or weak persons. Out-patient no objections. Apply to Box 37, THE CHINA PRESS.

ENGLISH ladies give lessons English, music, shorthand, typewriting, pen painting, Miss Ryan, 1 Ferry Road, West 1987.

EXPERIENCED ARCHITECT, civil engineer, recently arrived in Shanghai, makes plans and projects for all kinds of buildings. Apply to Box 51, THE CHINA PRESS.

SITUATION VACANT

WANTED, Chinese typist. Must be fast and accurate. Immediate engagement. Apply in person to China American Cigarette Co., Inc., 46 Szechuen Road.

WANTED, a Eurasian girl for private telephone exchange, one who speaks Chinese fluently. Apply, stating experience, if any, and salary expected, to Box 33, THE CHINA PRESS.

WANTED, two first-class European barbers, part wages, for one of best hotels in North China. Apply to Box 14, THE CHINA PRESS.

EXCELLENT OPPORTUNITY for American or British salesman. If you possess general education, speak English well and are willing to work, this is a genuine opportunity. Write to Box 32, THE CHINA PRESS, and tell about yourself and your past experience.

APARTMENTS WANTED

WANTED, flat of 4 rooms unfurnished. Central district. Apply to Box 53, THE CHINA PRESS.

TWO LADIES want unfurnished room from 1st August. Kitchen must be used. Apply, stating terms, to Box 4, THE CHINA PRESS.

TO LET, small house of two rooms, bathroom and kitchen. Furniture must be taken over. Address 10 Dent Lane (corner Chaofoong and Tonsan Roads).

TO LET, western district, detached furnished house, six large rooms, telephone, garden, tennis, stable and garage. Apply to Box 40, THE CHINA PRESS.

TO LET, in Wayside district, near car line from August 1st, for two months, more if necessary, a house 4-5 rooms, well furnished, two bathrooms, verandah, small garden. Cool in summer with a view on the river. Apply to Box 1284, THE CHINA PRESS.

FOR RENT, six-roomed furnished house, in best section western district. Advertiser will turn over lease to purchaser of furniture. Exceptional opportunity. Apply to Box 60, THE CHINA PRESS.

TO LET, small house of two rooms, bathroom and kitchen. Furniture must be taken over. Address 10 Dent Lane (corner Chaofoong and Tonsan Roads).

TO LET, western district, detached furnished house, six large rooms, telephone, garden, tennis, stable and garage. Apply to Box 40, THE CHINA PRESS.

TO LET, in western district, small furnished house, furniture to be taken over at Tls. 1,800, rent Tls. 65 monthly. No key money. Apply to Box 28, THE CHINA PRESS.

TO LET, in Wayside district, near car line from August 1st, for two months, more if necessary, a house 4-5 rooms, well furnished, two bathrooms, verandah, small garden. Cool in summer with a view on the river. Apply to Box 1284, THE CHINA PRESS.

FOR SALE or RENT, 6-roomed furnished house in Bubbling Well district. Modern plumbing, two bathrooms, two kitchens, servants quarters. Apply to Box 11, THE CHINA PRESS.

ADVERTISER has organized and established good paying business but is in need of further capital and assistance. Those who are interested, please communicate with Box No. 41, THE CHINA PRESS.

FOR SALE or RENT, 6-roomed furnished house in Bubbling Well district. Modern plumbing, two bathrooms, two kitchens, servants quarters. Apply to Box 11, THE CHINA PRESS.

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SITUATIONS WANTED

ACCOUNTANT. Certified foreign accountant establishes correct books. Weekly or monthly controlling o' books. A.I. references. Moderate conditions. Apply to Box 53, THE CHINA PRESS.

AMERICAN COLLEGE MAN seeks position. Ten years' experience in China, in import, export business. Trained executive. Has studied Chinese language, traveled extensively throughout the country. Willing to consider any proposition with good prospects, Shanghai or outposts. Apply to Box 63, THE CHINA PRESS.

EXPERIENCED BOOKKEEPER (Portuguese) with thorough knowledge of import and export, seeks position. Good reference. Apply to Box 26, THE CHINA PRESS.

LET the Y.M.C.A. Employment Department help you find the right man for the next vacancy in your office. Fifteen years of experience, hundreds of satisfied employers. Address Mr. C. C. Hsu, Employment Secretary, No. 129 Szechuen Road, Shanghai, or phone Central 5200.

YOUNG MAN, with several years' experience in the import, export, shipping, mining, supervising, secretarial and general office work, seeks position in any capacity. Speaks several Chinese dialects very fluently, travelled extensively in China, good correspondent and capable typist, has been in charge of a branch office, and with very good references. Apply to Box 49, THE CHINA PRESS.

COMPETENT LADY STENO- TYPIST with knowledge of book keeping, etc., desires immediate employment. Apply to Box 24, THE CHINA PRESS.

YOUNG man, experienced in banking, shipping, import and export, is open for engagement. Apply to Box 1270, THE CHINA PRESS.

CHINESE, experienced chemist and soap-maker of all kinds toilet, transparent, laundry, soap-dishes and soap-powder, seeks employment in local soap factory. Many years' practical experience in United States' large soap factories. Apply to Box 1260, THE CHINA PRESS.

OFFICES TO LET

OFFICE TO LET, 3 rooms in central district. Immediate occupation. Apply to Box 31, THE CHINA PRESS.

OFFICE TO LET, one or two rooms, first floor, central district near Bund. Immediate possession. Apply to Box 1259, THE CHINA PRESS.

TO LET, August 1st. Unfurnished suite. Two rooms with verandah, modern bath and kitchen. Central district. Apply to Box 70, THE CHINA PRESS.

TO LET, in Wayside district, furnished room, with or without board. Private British family. Apply to Box 62, THE CHINA PRESS.

LARGE cool room with verandah and private bath attached. Full board, use of phone. Call personal y. 28 Carter Road.

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APARTMENTS

Connaught House 8 Quinsan Garden Board and Residence Apply MRS. G. POLLOCK

FRONT ROOM to let, with bathroom and verandah (full board). Apply 14 Quinsan Garden.

TO LET, one large room with bathroom, also two small rooms, with full board, in Western district. Apply to Box 1002, THE CHINA PRESS.

APARTMENTS, no mosquitoes, double room, large, clean, newly decorated, beautifully furnished, private bath, geyser, small verandah facing south. Full board, best food in Shanghai. American home cooking. Available August 1st. References required. Telephone North 844, 18 Quinsan Garden.

SINGLE ROOM for gentleman, detached bath, geyser, cool, clean, beautifully furnished. No mosquitoes. Full board. American home cooking. Available August 1st. Telephone, 18 Quinsan Garden.

TO LET, from 1st August, part of well-furnished house in French town. Apply to Box 58, THE CHINA PRESS.

TO LET, nice well-furnished large and small rooms, with garden, verandah, bath, garage and excellent board. Apply 300 Avenue Joffre.

FLAT OR ROOM with board to let. Apply Avenue Joffre N. 301D

TO LET, near Race Course, nice large furnished bed-sitting room facing south, private bathroom and balcony, full board, telephone, 'enna, suitable for married couple or two bachelors. Apply to Box 56, THE CHINA PRESS.

TO LET, 3 well-furnished rooms bath, electric light. Possibly with kitchen or with board. 140 Avenue Albert, corner Joffre.

LARGE cool room with verandah and private bath attached. Full board, use of phone. Call personal y. 28 Carter Road.

TO LET, in Wayside district, furnished room, with or without board. Private British family. Apply to Box 62, THE CHINA PRESS.

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TO LET, in Wayside district, furnished room, with or without board. Private British

RUGS!!!

E VALUE OF TELAS 100 or over.

WHY NOT YOU?

THE NANYANG BROS. TOBACCO CO.
CHINA

Agents: Sincere Co., Wing On Co., M. Y. San Co.,
Nanking Road.

NANYANG BROS. TOBACCO CO., LTD.

Information For Mariners

SUNDAY, JULY 24, 1921

High Water at Woosung Bar
(The night tides are higher than the day tides, they are about equal between 4 and 5 o'clock).

Approximate rise, at springs 1 1/4 h; at heaps, 5 h.
fall, at springs 1 1/4 h; at heaps, 7 1/2 h.

A.M.		P.M.	
Time	Ranges	Time	Ranges
2h. 22m.	9ft.	2h. 39m.	8ft. 10m.

High Water at Tungsha Lightship

(The night tides are higher than the day tides).
Approximate rise, 5 1/2 h; approximate fall, 7 h.

A.M.		P.M.	
Time	Ranges	Time	Ranges
1h. 33m.	9ft.	1h. 49m.	8ft. 10m.

Time of Moonrise, Moon set, Sunrise, Sunset

Rises	Sets	Rises	Sets	Daylight	Dark
9.31 p.m.	8.47 a.m.	5h. 13m.	6h. 58m.	4h. 23m.	7h. 43m.

Mean Barometric Pressure at Shanghai.
For July 754.3 mm.

Shipping Items

The I.C. s.s. Tungshing is expected to arrive in Shanghai from Canton, Hongkong and Swatow today.

The B.L. s.s. Arratoon Apear left Calcutta on Friday, July 15 and is expected to arrive in Shanghai by way of Straits and Hongkong on August 14.

The P. and O. s.s. Manela, from London on June 10, was expected to leave Hongkong for Shanghai yesterday.

The S.P. s.s. Tehching left Hankow for Shanghai on Thursday.

The I.C. s.s. Suivo left Hankow for Shanghai on Thursday.

The C.N. s.s. Luenyi left Hankow for Shanghai on Thursday.

The C.N. s.s. Tungchow left Tientsin for Chefoo, Weihaiwei and Shanghai on Thursday.

The C.N. s.s. Soochow left Hongkong for Shanghai Thursday.

The I.C. s.s. Kingsing is expected to arrive in Shanghai from Tientsin, Chefoo and Weihaiwei on Monday.

The I.C. s.s. Choyang is expected to arrive in Shanghai from Tientsin this afternoon.

The C.M. s.s. Kiangfoo left Hankow for Shanghai on Friday.

The I.C. s.s. Esang left Hankow for Shanghai on Friday.

The C.N. s.s. Wuchang left Hankow for Shanghai on Friday.

The M.M. s.s. Caucasus, is due to arrive at Saigon from London and ports on Thursday, July 29 and is expected in Shanghai about middle of August.

The M.M. s.s. Chef Mecanien Malhol left Saigon on Thursday and is expected to arrive in Shanghai about the end of July.

The C.M. s.s. Kiangshin left Hankow for Shanghai yesterday.

The C.M. s.s. Hsinming left Tientsin for Chefoo and Shanghai on Friday.

The C.M. s.s. Kaho left Foochow for Shanghai on Friday.

The N.Y.K. s.s. Yamashiro Maru left Moji for Shanghai on Friday and is expected to arrive at the N.Y.K. wharf today.

The P. and O. s.s. Kashmir, from London on June 24, is expected to leave Singapore for Hongkong and Shanghai next Tuesday.

The E. and A. s.s. Arafura is expected to leave Sydney for Hongkong and Japan on September 3. This steamer will temporarily replace the s.s. Kanowna.

The C.N. s.s. Ngankin will leave Hankow for Shanghai today.

The C.N. s.s. Shuntien will leave Tientsin for Chefoo, Weihaiwei and Shanghai today.

The C.N. s.s. Chenan will leave Hongkong for Shanghai today.

The I.C. s.s. Waishing is expected to arrive in Shanghai from Newchwang on Friday afternoon, July 29.

The C.M. s.s. Irene left Newchwang for Dalren and Shanghai on Thursday.

The C.M. s.s. Hsinchi will leave Foochow for Shanghai today.

The C.M. s.s. Kwanchi left Foochow for Shanghai yesterday.

The Blue Funnel s.s. Cyclops, from United Kingdom, left Hongkong for Shanghai on Thursday and is expected to arrive today.

The Adl. Line s.s. Pawlet arrived at Portland from Yokohama on July 19.

The Adl. Line s.s. City of

Spokane arrived at Kobe from Seattle on Thursday.

The Adl. Line s.s. Montague left Kobe for Shanghai on Thursday.

The Adl. Line s.s. Dryden left Yokohama for Kobe on Thursday.

The S.P. s.s. Changon will leave Hankow for Shanghai tomorrow.

The C.M. s.s. Kiangyu will leave Hankow for Shanghai tomorrow.

The I.C. s.s. Tuckwo will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Shengking will leave Hankow for Shanghai tomorrow.

The C.M. s.s. Kiangyung will leave Hankow for Shanghai on Tuesday.

The C.N. s.s. Whangpu will leave Hankow for Shanghai on Tuesday.

The C.N. s.s. Szechuen will leave Hongkong for Shanghai on Tuesday.

The C.N. s.s. Sulyang will leave Tientsin for Shanghai on Tuesday.

The N.Y.K. s.s. Kumano Maru will leave Moji for Shanghai today and is expected to arrive at the N.Y.K. wharf on Wednesday.

The P. and O. s.s. Syria was due in Shanghai from Japan last night and will sail for London and ports Tuesday. The tender Gustaf with passengers will leave the Customs Jetty at 10:30 o'clock Tuesday morning.

The Adl. Line s.s. Silver State, from Seattle on June 9, arrived at Kobe at 9:30 o'clock yesterday morning and will sail at 10 o'clock this morning. The Silver State is due to arrive in Shanghai Tuesday at noon.

Sailed from Shanghai

FOR SAN FRANCISCO

Tenyo Maru June 24

Nanking June 29

West Carmona June 30

Korea Maru July 4

China Arrow July 6

Royal Arrow July 7

Golden State July 9

Shinyo Maru July 19

FOR YOKOHAMA

Emp. of Russia June 25

Emp. of Japan July 16

Emp. of Asia July 23

VICTORIA THEATRE

TONIGHT! TONIGHT!

SHOWING A PARAMOUNT STAR ATTRACTION

WALLACE REID

"BELIEVE ME, XANTIPPE"

A slip of the tongue, a mere phrase, "Believe Me, Xantippe!" brought him to grips with the law he had for eleven long months deftly evaded. You can't help thrilling at this extraordinary tale.

Wallace Reid wagers \$20,000 that he can forge a check, notify the police of the act, and then elude them for a year. How he fares, and the inexplicable turns of Fortune that beset him combine to form one of the most fascinating photoplays of the year.

Matinee Today, July 24th Showing

"BELIEVE ME, XANTIPPE"

and Two New Episodes of

"THE SCREAMING SHADOW"

OLYMPIC THEATRE

On SUNDAY, JULY 24th

SIGNOR GUAZZONI

Presents

IN A SPECIAL PROGRAMME

"THE SACK OF ROME"

A TREMENDOUS SPECTACLE

IN SEVEN REELS

Never since "Intolerance" has there been a film on the English market to cause such appreciation as "The Sack of Rome" produced by Signor Guazzoni, producer of "Quo Vadis?" Over 20,000 people figure in the gorgeous spectacular production, and several buildings and streets were re-erected to represent life in the 16th century.

MATINEE TODAY, JULY 24th, Showing

"THE SACK OF ROME"

FOR SEATTLE

Eldridge June 24

Katori Maru June 26

West Canon July 12

Kashima Maru July 16

Wheatland Montana July 19

FOR TACOMA

Alabama Maru June 22

Arabia Maru July 16

FOR PORTLAND

Pawlet June 24

West Nivaria June 26

Vinita July 19

FOR MAZATLAN

New China July 17

FOR NEW YORK

M. S. Dolan June 24

Hague Maru June 26

City of Norwich July 3

Griqua June 17

FOR LONDON

Shidzuoka Maru June 21

Delta June 21

Glengyle July 1

Kaga Maru July 4

Mentor July 14

Lycan July 19

Glenavy July 19

FOR LIVERPOOL

Euryndas July 5

Yangtze July 14

FOR HAMBURG

Glengyle June 2

Eastern Admiral June 26

Siam Maru June 24

City of Brisbane July 7

Argun Maru July 17

Glengyle July 16

FOR WAGSSELLEN

Meinam July 5

Cap Arcana July 20

FOR CALCUTTA

Torilla June 27

Gregory Apear July 14

FOR BOMBAY

Dilwara July 5

FOR SEATTLE

Eldridge June 24

Katori Maru June 26

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Kaga Maru July 4

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Yangtze July 14

FOR HAMBURG

Glengyle June 2

Eastern Admiral June 26

Siam Maru June 24

City of Brisbane July 7

Argun Maru July 17

Glengyle July 16

FOR WAGSSELLEN

Meinam July 5

Cap Arcana July 20

FOR CALCUTTA

Torilla June 27

Gregory Apear July 14

FOR BOMBAY

Dilwara July 5

COOL and COMFORTABLE
AT THE **ISIS** THEATRE DE LUXE

BY SPECIAL REQUEST

On Monday Jul 25th, Tuesday and Wednesday

For Three Nights Only

A First National
Special Attraction



J. H. Emmerich-Artist
Local Production

THE SWEETEST VAMP IN THE WORLD

Constance
Talmadge



Constance Talmadge in "A Virtuous Vamp"

"A VIRTUOUS VAMP"

with

CON VAY TAYLE

And An Extra selected All Star Cast

HAVE YOU EVER BEEN VAMPED?

If you have, you know how it feels. If you haven't, you've got to learn. Don't fail to see

THE SWEETEST VAMP
STORY EVER TOLD

50 lessons in vamping at every performance

7:15 and 9:30

Usual Prices

Commencing Thursday, July 28th and on Friday, 29th,
Saturday, 30th and Sunday, 31st

A GREAT DETECTIVE DRAMA
NICK WINTER



In His Latest Triumph

"THE ARGEVILLE MYSTERY"

A Drama that Holds, Grips and Puzzles the
Keenest Minds.

GREATER THAN ALL HIS PREVIOUS
BIG PRODUCTIONS COMBINED.

NICK WINTER

is outwitted. Can you solve the mystery?
Come along and have a try.

Special Matinee?

Usual Prices!

Matinee Today 3 p.m.

"PEARL OF
THE ARMY"

The final two episodes

Tonight, The Last Night

ANITA STEWART in

"HER KINGDOM
OF DREAMS"

APOLLO THEATRE

Monday, Tuesday and Wednesday

July 25th, 26th and 27th

PRESENTING

"THE WHITE
SLAVE TRAFFIC"

A burning message to those who wish to have more and live better, a message to all humanity for it affects all humanity, a vivid, absorbing picturization of the Great Evil as it exists to-day that must be stamped out.

No Matinee for this picture.

Prices: \$1.50 and 90 cents

Booking at Robinson's

Thursday, Friday, Saturday and Sunday, July 28th, 29th,
30th and 31st

A Big Picture!

A Splendid Story!

"ALIMONY"

"A
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N
Y"



"A
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N
Y"

"ALIMONY"

7 Parts

THE SENSATIONAL
DIVORCE DRAMA

7 Parts

It's A First National Big Attraction!

It carries a strong appeal to everyone

A Delightful Love Story Different

Vessels Loading

For River Ports

HANKOW & PORTS.—The S.S. Hwaah, Capt. Schenhorst, will leave on Sunday, July 24, at midnight. For Freight or Passage, apply to C.M.S.N. Co.

HANKOW & PORTS.—The S.S. Kiangnan, Capt. D. D. Ross, will leave on Monday, July 25, at midnight. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The China Navigation Co.'s Steamer "Peking", Capt. F. McGarity, will leave from the French Bund on Monday, July 25, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund, Tel. C. No. 4881, Private Exchange to all Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. "Lienho", 2,888 Tons, Captain Reid, will sail for the above mentioned ports from Hant's Wharf on Monday, July 25, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers, Telephone Central 241. Extensions for Freight and Passenger Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. "Suiho", 2,871 Tons, Captain Jackson, will sail for the above mentioned ports from Hant's Wharf on Tuesday, July 26, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers, Telephone Central 241. Extensions for Freight and Passenger Departments.

HANKOW & PORTS.—The China Navigation Co.'s Steamer "Chekiang", Captain F. M. Dillon, will leave on Tuesday, July 26, at about 12 o'clock midnight. For Freight apply to BUTTERFIELD & SWIRE, Agents, Tel. C. No. 4881, Private Branch Exchange to all Departments.

HANKOW AND PORTS.—The Indo-China S. N. Co.'s S.S. "Kiang", 1,782 Tons, Capt. Christie, will sail for the above mentioned ports from Old Ningpo Wharf on Wednesday, July 27, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers, Tel. Central 241. Extension to Freight Department.

HANKOW & PORTS.—The China Navigation Co.'s Steamer "Wuchang", Capt. A. Toribbe, will leave on Wednesday, July 27, at about 12 o'clock midnight. For Freight or Passage apply to BUTTERFIELD & SWIRE, Agents, Tel. C. No. 4881, Private Exchange to all Departments.

HANKOW & PORTS.—The China Navigation Co.'s Steamer "Nanking", Captain G. D. S. Mills, will leave from the French Bund on Thursday, July 28, at about 12 o'clock midnight. For Freight apply to BUTTERFIELD & SWIRE, Agents French Bund, Tel. C. No. 4881, Private Exchange to all Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. "Tuckoo", 3,770 Tons, Captain Campbell, will sail for the above mentioned ports from Hant's Wharf on Friday, July 29, at about 12 o'clock midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers, Telephone Central 241. Extensions to Freight and Passenger Departments.

HANKOW & PORTS.—The China Navigation Co.'s Steamer "Shanghai", Capt. G. P. McAdam, will leave from the French Bund on Friday, July 29, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, French Bund, Tel. C. No. 4881, Private Exchange to all Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. "Wong", 1,783 Tons, Captain Forrester, will sail for the above mentioned ports from Old Ningpo Wharf on Monday, August 1, at about midnight. For Freight or Passage apply to JARDINE, MATHESON & Co., Ltd., General Managers, Telephone Central 241. Extension to Freight and Passenger Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. "Longwe", 3,926 Tons, Captain Gibb, will sail for the above mentioned ports from Hant's Wharf on Tuesday, August 2, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers, Telephone Central 241. Extensions for Freight and Passenger Departments.

For Southern Ports

NINGPO.—The China Navigation Co.'s Steamer "Hsin Peking", Captain J. Oudney, will leave from the French Bund on Monday, July 25, at 4:20 p.m. For Freight or Passage apply to BUTTERFIELD & SWIRE, Agents, French Bund, Tel. C. No. 4881, Private Exchange to all Departments.

NINGPO.—The S.S. Kiangnan, Capt. H. P. Ross, will leave on Tuesday, July 26, at 3:30 p.m. For Freight or Passage apply to C.M.S.N. Co.

SWATOW HONGKONG, CANTON.—The China Navigation Co.'s Steamer "Sinkiang", Captain C. W. Puckett, will leave from the French Bund on Tuesday, July 26, at daylight. For Freight or Passage apply to BUTTERFIELD & SWIRE, Agents French Bund, Tel. C. No. 4881, Private Branch Exchange to all Departments.

AMOI, HONGKONG & CANTON.—The China Navigation Co.'s Steamer "Szechwan", Captain D. Northcote, will leave from the French Bund on Thursday, July 28, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund, Tel. C. No. 4881, Private Exchange to all Departments.

SWATOW, HONGKONG AND CANTON.—The China Navigation Co.'s Steamer "Suiyang", Capt. W. Shano, will leave from the French Bund on Saturday, July 30, at 8 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund, Tel. C. No. 4881, Private Branch Exchange to all Departments.

HONGKONG & CANTON.—The China Navigation Co.'s Steamer "Hanchow", Capt. A.R. McRachan, will leave on Sunday, July 31, at 9 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Tel. C. No. 4881, Private Exchange to all Departments.

For Northern Ports

TIENSIN DIRECT.—The Kailan Mining Administration, will dispatch the S.S. "Kwangping", on July 24, 1921. For Freight or Passage, apply to Agent, 1 JINKEE ROAD Tel. Central 317.

TIENSIN DIRECT.—The S.S. Hsinfung, Capt. W. S. Ross, will leave on Tuesday, morning, July 26. For Freight or Passage, apply to C.M.S.N. Co.

NEWCHWANG.—The China Navigation Co.'s Steamer "Hunan", Capt. Harris-Walker, will leave on Tuesday, July 26, at daylight. For Freight or Passage apply to BUTTERFIELD & SWIRE, Agents, French Bund, Tel. C. No. 4881, Private Exchange to all Departments.

CHINWANGTAO direct.—The Kailan Mining Administration, will dispatch the S.S. "Kaiping", on July 28, 1921. For Freight or Passage, apply to Agent, 1 Jinkee Road, Tel. Central 317.

WEIHAIWEI CHEFOO AND TIENSIN.—The China Navigation Co.'s Steamer "Tungchow", Captain Harris, will leave from the French Bund on Tuesday, July 26, at 3 p.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents French Bund, Tel. C. No. 4881, Private Exchange to all Departments.

ANTUNG.—The China Navigation Co.'s Steamer "Kwangso", Capt. J. Mathias, will leave on Tuesday, July 26, at daylight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, French Bund, Tel. C. No. 4881, Private Exchange to all Departments.

NEWCHWANG.—The Steamer "Toonan", Capt. Wallace, will leave on Wednesday morning, July 27. For Freight or Passage, apply to C.M.S.N. Co.

MEN OF WAR IN PORT

Section	Date	Name	Flag and Rating
B.N.B.	July 21	Bea	Br. gun-boat
F.N.B.	July 18	Leicester	Fr. cruiser
S.E.W.	May 21	Fushiki	Jap. gun-boat
O.D.W.	July 20	Magnolia	Jap. gun-boat
U.S.	July 21	Manila	Br. gun-boat
O.D.	July 21	Wilmington	Am. gun-boat

Arrivals

Date	From	Ship's Name	Flag Agents
July 23	Ningpo	Kiangnan	Chi. C.M.S.N. Co.
July 23	Japan	Chokai Maru	Jap. M.B.K.
July 23	Swatow	Yushun	Chi. C.M.S.N. Co.
July 23	Tientsin, port	Yushun	Chi. C.M.S.N. Co.
July 23	Newchwang	Taiyo Maru	Jap. K.M.A.
July 23	Chihwangtao	Wanli	Chi. J. T. Co.
July 23	Dairen	S. Thompson	Am.
July 23	Japan	Havanna Maru	Chi. C.M.S.N. Co.
July 23	Hankow, etc.	Ninghao	Br. J. M. & Co.
July 23	Hankow, etc.	Lucania	Br. B. & S.
July 23	Hankow, etc.	Chienan	Am. Transport
July 23	Hankow, etc.	Taipei Maru	Am. Transport
July 23	Crul	Aberanda	Am. Transport
July 23	Crul	Nagata Maru	Jap. A. P. Co.
July 23	Chihwang	Kasama	Br. J. M. & Co.
July 23	Hankow, etc.	E. of Asia	Br. C.P.O.S.
July 23	Newchwang	Altawa Maru	Jap. Kaiyosha

Departures

Date	For	Ship's Name	Flag Agents
July 23	Hankow, etc.	Hwahlee	Chi. S.P.S.N. Co.
July 23	Hankow, etc.	Chungshing	Br. B. & S.
July 23	Hankow, etc.	L. of Asia	Br. J. M. & Co.
July 23	Hankow, etc.	Tachano Maru	Chi. C.M.S.N. Co.
July 23	Tientsin	Yushun	Chi. C.M.S.N. Co.
July 23	S. H'kong, C'ton	Yushun	Chi. C.M.S.N. Co.
July 23	Man's, Hongkong	Yushun	Chi. C.M.S.N. Co.
July 23	Crul	Yushun	Chi. C.M.S.N. Co.
July 23	Japan	Takaka Maru	Jap. N.Y.K.
July 23	Tientsin	Yushun	Chi. C.M.S.N. Co.
July 23	W. of Asia	Fengtien	Chi. C.M.S.N. Co.
July 23	A. H'kong, C'ton	Kohoku Maru	Jap. S.M.R. Co.
July 23	Swatow, ports	Yushun	Chi. C.M.S.N. Co.
July 23	Tientsin	Yushun	Chi. C.M.S.N. Co.
July 23	Newchwang	Yushun	Chi. C.M.S.N. Co.
July 23	Dairen	Yushun	Chi. C.M.S.N. Co.
July 23	Vanowang	Yushun	Chi. C.M.S.N. Co.
July 23	Ningpo, Pootoo	Kiangnan	Chi. C.M.S.N. Co.

For Japan Ports

NAGASAKI DIRECT.—The Ma s.s. "Yungshin" Capt. Poolga, will be despatched from Shanghai on Tuesday, August 2. The tender conveying Mail and Passenger will leave the French Mail Jetty on Tuesday, at 10:30 a.m. For Freight or Passage, apply to L. V. Lang, No. 8 French Bund, (Tel. Nos. Central 4702 and 3059).

Launch Services

Tuesday, July 26, 1921

The tender Gutzlaff conveying passengers and baggage on board the P. and O. s.s. Kalyan will leave the Customs Jetty at 1:30 p.m.

Thursday, July 28, 1921

The tender conveying passengers and baggage on board the S.M.R. s.s. Sakaki Maru will leave the Customs Jetty at 1:30 p.m.

"S. S. CHINA SEAS"

CLASS 100—A. L. LLOYDS

WILL SAIL FOR

TRIESTE-DANZIG-HAMBURG

ON OR ABOUT AUGUST 21st, 1921

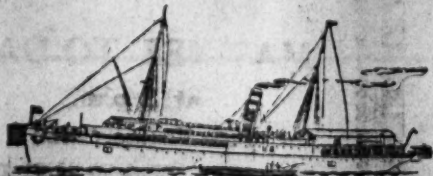
PASSENGERS AND FREIGHT

For particulars apply to

THE ADMIRAL LINE, Agents.

Cor. Kingse and Nanking Rds. Tel. C. 5971, 5972 and 5973

SHANGHAI-VLADIVOSTOK REGULAR SERVICE



The s.s. "TUNGSHIN", chartered, will maintain a regular direct fortnightly service between Shanghai and Vladivostok and will take passengers, mails and parcels. This steamer has extra large staterooms on the upper deck and is fitted throughout with electric light. An excellent service and cuisine is guaranteed. 1st Class Accommodation for 12 Passengers. 2nd Class Accommodation for 30 Passengers. For Freight and Passage, apply to

L. V. LANG

Tel. Cen. 4702 and 3059

Agent

No. 8 French Bund

C. N. C. CHINA NAVIGATION CO., LTD.

YANGTSE RIVER & CHINA COAST PORTS.

FAST SCHEDULE SERVICES.

OR CHINKIANG, NANKING, WOHU, KIUKIANG & HANKOW
S.S. "FOYANG" sails July 25th, midnight.
S.S. "CHEKIANG" sails July 26th, midnight.
S.S. "WUCHANG" sails July 29th, midnight.

Steamers connect at Hankow with the Company's sailings on to Middle Yangtze and Hanyan Lines.

OR WEIHAIWEI, CHEFOO and TIENSIN.

S.S. "TUNGCHOW" sails July 26th, at 3 p.m.
S.S. "SHUNTEN" sails July 30th, at 10 a.m.

OR HONGKONG and CANTON via SWATOW and AMOI.

S.S. "SINKIANG" sails July 26th, at daylight.
S.S. "SOOCHOW" sails July 28th, at daylight.
S.S. "SUIYANG" sails July 30th, at 8 a.m.

OR NEWCHWANG

S.S. "HUNAN" sails July 26th, at daylight.

S.S. "HONGKONG" sails at 4:30 p.m. every Monday.

Wednesday and Friday.

Steamers connect at Hongkong with services to the Philippines to China and Australian Ports, also to Bangkok and Singapore.

The above steamers have Electric Light throughout and are fit with Electric Fans and Steam Heaters in State Rooms and Dining Saloons and are otherwise completely equipped for the comfort and convenience of Passengers.

For further particulars regarding Sailings, Passage Rates, etc. apply to the "Hankow Shipping Gazette" or apply to

Telephone Central No. 4881, BUTTERFIELD & SWIRE, Agents, Private Branch Exchange to all Departments

CRUISES CANADIAN PACIFIC OCEAN SERVICES

QUICKEST TIME TO CANADA UNITED STATES AND EUROPE

THROUGH TICKETS ISSUED — ALL RESERVATIONS ARRANGED, ITINERARIES PLANNED.

SAILINGS

TO VANCOUVER VIA NAGASAKI, KOBE AND YOKOHAMA

	Leave Shanghai	Leave Yokohama	Due Vancouver
Empress of Russia	Aug. 29	Aug. 27	Sept. 5
Montezuma	Aug. 27	Sept. 3	Sept. 18
Empress of Asia	Sept. 17	Sept. 24	Oct. 3
Empress of Japan	Sept. 28	Sept. 29	Oct. 11
Empress of Russia	Oct. 18	Oct. 22	Oct. 31
Montezuma	Oct. 30	Nov. 5	Nov. 19
Empress of Asia	Nov. 12	Nov. 19	Nov. 28

TO HONGKONG VIA MANILA

Emp. of Russia	Aug. 6
Emp. of Asia	Sept. 8
Emp. of Russia	Oct. 1
Emp. of Asia	Oct. 29

TO HONGKONG DIRECT

Montezuma	Aug. 5
Emp. of Japan	Aug. 31
Montezuma	Oct. 17
Emp. of Japan	Nov. 7

Domestic Express Travellers Checks Sold

Freight Department	Passenger Department
Corner Peking and Yuen Ming Yuen Roads, Telephone Central 181.	Palace Hotel Building 19 The Bund, Telephone Central 182.
Cable Address "NAUTILUS"	Cable Address "GACANPAO"

ADMIRAL THE LINE PACIFIC STEAMSHIP COMPANY

TRANS-PACIFIC SERVICE

Passengers and Freight, To Seattle

Via Kobe, Yokohama and Victoria, B.C.
S.S. SILVER STATE AUG. 16th
S.S. KEYSTONE STATE SEPT. 18th
S.S. WENATCHEE OCT. 4th

To Hongkong and Manila

S.S. SILVER STATE JULY 24th
S.S. KEYSTONE STATE AUG. 25th
S.S. WENATCHEE SEPT. 15th

FREIGHT ONLY.

For Seattle, via Japan

S.S. CITY OF SPOKANE AUG. 24th

For Portland, Ore.

S.S. COAXET AUG. 1st

For Manila and Hongkong

S.S. MONTAGUE JULY 31st
S.S. CITY OF SPOKANE AUG. 6th

Through Bills of Lading issued to all U.S. and Canadian ports and points. For freight and Passenger particulars apply to

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R. W. BRUCE, Agent

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ANYWHERE ON THE PACIFIC

PACIFIC MAIL S.S. CO.

AMERICAN STEAMERS TRANS-PACIFIC SERVICE

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For San Francisco via Yokohama, Kobe and Honolulu	For Hongkong via Manila
S.S. Ecuador Aug. 13	S.S. Ecuador July 23
S.S. Empire State Sept. 2	S.S. Empire State Aug. 13
S.S. Golden State Sept. 16	S.S. Golden State Aug. 29

SHANGHAI-CALCUTTA SERVICE

FREIGHT ONLY

Calling at Hongkong, Saigon, Singapore and Penang.

ROUND THE WORLD FREIGHT SERVICE

Regular monthly sailings for Manila, Hongkong, Saigon, Singapore, Calcutta, Colombo, Bombay, Port Said, Alexandria, Marseilles, Barcelona and Baltimore.

S.S. EASTERN IMPORTER About July

PANAMA SERVICE

PASSENGER and FREIGHT

Regular bi-monthly sailings for Mexico, Central America, Panama, West Coast of South America.

SAN FRANCISCO-BALTIMORE SERVICE

FREIGHT ONLY.

Regular bi-monthly sailings for Baltimore calling at China Ports.

Through Bills of Lading issued to all Ports in United States, Mexico, Central America, South America, and Cuba

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(ORIENTAL STEAMSHIP CO.)

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SEMI-TROPICAL ROUTE

FOR SAN FRANCISCO

S.S. "TAIYO MARU" via Nagasaki Aug. 15
S.S. "SIBERIA MARU" direct Aug. 30
S.S. "TENYO MARU" via Nagasaki Sept. 12

FOR HONGKONG

S.S. "TAIYO MARU" via Manila July 28
S.S. "SIBERIA MARU" direct Aug. 18
S.S. "TENYO MARU" direct Aug. 28
S.S. "KOREA MARU" via Manila Sept. 5

Spend Your Summer Holidays in Japan

Convenient Sailings by the T.K.K. Palatial Liners at moderate rates.

For information regarding Passenger Fares, Freight Rates, etc. apply to—
S. KINNO, Acting Manager,
71 Soochuen Road, Shanghai.

Telephones: Central 3229 & 3230.

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Fast Passenger Service. Regular Sailings to TRIESTE AND ADRIATIC PORTS taking cargo on through Bill of Lading to ADRIATIC (PIUMI INCLUDED), LEVANT, BLACK SEA AND DANUBE PORTS.

Next sailings:—
for
BRINDISI, VENICE AND TRIESTE via PORTS.
S.S. "TRIESTE" end of August
S.S. "PERFIA" beginning of October
(The S.S. "Trieste" besides the Single Saloon Class carries 104 3rd Class berths)
"Steamers and Dates liable to be altered or cancelled without notice."

For particulars regarding freight and passages apply to:—

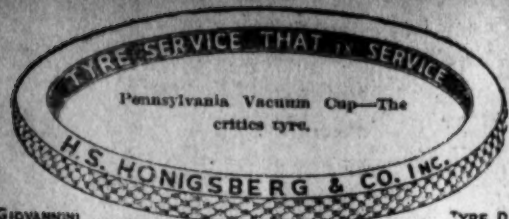
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The China Press

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SHANGHAI, SUNDAY, JULY 24, 1921

Business and Official Notices

Cable "MOORE" Shanghai ESTABLISHED 1874 Cables A1, ABC 5th Ed. & Bentley's

L. MOORE & CO. LIMITED

45 Kiangse Road Shanghai Auctioneers, Valuers, Land Brokers

Phone { Auction Dept. C. 153
Fire Loss Adjusting Dept. C. 6128 }

AUCTION INDEX

Monday, July 25th.—Superior Household Furniture and accessories at 4 Carter Road.

Wednesday, July 27th.—Excellent Household Furniture and Sundries in back Salesroom at 10 a.m.

Wednesday, July 27th.—Sundry Sound and damaged cargo in godown at rear at 2.30 p.m.

Friday, July 29th.—An excellent assortment of wines, spirits, etc., in front Salesroom at 10 a.m.

Saturday, July 30th.—Superior Household Furniture and Sundries in front Salesroom at 10 a.m.

WARNING

Notice is hereby given that the exclusive exhibition rights for China of the Charles Chaplin film called "The Kid," is the property of the First National Exhibitors Circuit and that these rights have not been sold or leased to any person or firm in China.

Proceedings will be taken against anybody exhibiting fraudulent or stolen copies of this film in China.

A. KRISSEL
Counsel for
First National Exhibitors Circuit.
39829

NOTICE OF REMOVAL

L. KOENIGSBERGER
Import-Export
123 SZECHUEN ROAD
Phone C. 5099
39849

MARRIAGE

MAGEE-BACKHOUSE: On July 19, at the Church of the Ascension, Kuling, the Rev. John Gillies Macge, of Nanking, China, to Faith Emmeline, eldest daughter of the Rev. and Mrs. E. B. Backhouse, late of Northwood, England.
39850

ANNOUNCEMENT

Hereafter Dr. Thomas B. Dunn will have his office with Dr. W. G. Hiltner at 24 Nanking Road, 4th Floor, Ezra Building.
39862

FRESH BUTTER "DAISY" BRAND

"MEADOW" BRAND in one-lb. pats.

Fresh, Pure, and Delicious.

These brands of finest quality Fresh Butter are supplied daily to all leading Storekeepers.

OUTPORT ORDERS

Butter for outports (minimum 10 lbs.) is packed in pure machine made ice, free of charge. Orders may be sent to us direct.

GEDDES & CO., LD.

5 Peking Road Tel. C.346.

Ask for

SANDY MAC

SPECIAL LIQUEUR
Scotch Whisky

LOST

A cheque, No. 228, for Tael 80, on July 21, issued by the Shanghai Dock & Engineering Co., in the Hongkong and Shanghai Banking Corporation, has been lost. The public is requested not to negotiate the said cheque, as it has been cancelled at the Bank concern.

YIH DAH NATIVE BANK.
益大莊啓 39825

Hankow and Ports

The Hoong On S.S. Co.'s steamer Teh-Hsing, Captain Choo, will leave from the Ningshao Wharf, Chinese Bund, Nantao, on Tuesday, the 26th July, at about 2 o'clock (midnight) (Cabinets with electric fans). Passage Money, Shanghai to Hankow, 40 single and \$60 return. For freight or Passage apply to office of the Company, 47-49 Avenue Edward VII. Telephone: Freight 520; Passage 3283.
39840

FOOCHOW

The San Peh Co.'s Steamer Ning Shin, Capt. Augustad, will leave from the Ningshao Wharf, Chinese Bund, Nantao, on Wednesday, the 27th July, at about 6 p.m. This steamer has extra large cabins with all the conveniences of a Mail Steamer, with observation saloons fore and aft. Excellent service and cuisine. Passage fare, Shanghai to Foochow, single \$30 and return \$48. For Freight or Passage, apply to the office of the Company, 47-49 Avenue Edward VII. Telephone: Freight C. 1520 and Passage C. 283.
39839

NOTICE

The holder of a Premium Bond is not only assured to receive AT THE VERY LEAST the full nominal value of his bond, but he participates in all drawings for premiums until his bond has been called in and repaid.

AT EACH DRAWING the Bondholder has the legitimate chance of setting from reimbursements varying from

\$12 to \$10,000.
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All measurements taken by Experienced Hands.

EXPERIENCED MEN
Who have learned the tailoring business in Europe and America are at your service to give you the best CUT STYLE and FIT.

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CLOSED SUNDAYS
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Business and Official Notices
are Continued on

Page 16

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FILET LACE, IRISH CROCHET
Guaranteed Best Quality
Prices on Application.

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39841

THE MANAGEMENT OF

femina
The Home of Ladies' Fashions
Informs her customers that the store will be CLOSED on Thursday, 28th instant for vacation of the Managersess.

Re-opening in September
with great exhibition of

FALL MODELS

25 Avenue Edouard VII

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OREGON'S VERY BEST
LOGANBERRY JUICE
GANDER, PRICE, LTD.,
Agents

AN IDEAL TONIC "BYNOGEN"

Has proved itself to be one of the best tonics ever put forward for combating the after-effects of severe illness and as a general invigorator when the system is below par.

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Business and Official Notices

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39811

Conseil d'Administration
Municipale De La
Concession Francaise de Changhai

MUNICIPAL LOAN OF 1921

(20,000 debentures of Tls. 100 each).

Rate of interest 8% per annum

The "Conseil d'Administration Municipale de la Concession Francaise de Changhai" hereby invite subscriptions for 20,000 debentures of Tls. 100 each, according to the resolution passed at their General Meeting on May 30, 1921.

The conditions on which the Debenture Certificates will be issued are:—

1.—The Debenture Certificates are transferable, and the person whose name is entered in the Register of Debenture Certificate or Certificates, shall alone be recognised and treated by the Council as the lawful and rightful holder and owner of such Debenture Certificate or Certificates.

2.—The loan will be redeemable at par (Tls. 100) in not less than 10 years and not more than 20 years, from 1st July, 1931 and according to the figures determined by the Council.

3.—The loan will bear interest at 8% per annum, payable on the 30th day of June and 31st of December in each year, when interest warrants will be issued to the registered owners.

4.—The property and income of the Municipality, deducting those which serve as security provided in the Municipal Loans of 1903, 1911, 1914 and 1916 are the security for the repayment of the money advanced and for the interest thereon in the present loan.

The Members of the French Municipal Council are not personally liable in any way for the payment of either principal or interests.

5.—Applications for debentures will be received at the Secretary's Office, Rue du Consulat.

A cheque representing the amount of debentures asked for must be deposited at the same time.

6.—Applications for Debentures under par will not be recognised by the Council.

7.—For further information, apply to Mr. P. LEGENDRE, Secretary, French Municipal Council.
Shanghai, 1st July, 1921.
P. LEGENDRE,
39834 Secretary.

HONMA HOSPITAL

No. 3A Miller Road,
Tel. N. 2361

DR. K. HONMA
(former Assistant at the Imperial University at Fukuoka)

Women's Diseases
Confinements, Surgery
X-Ray and diathermy
Examination with Urethroscope
Skin Diseases
Massage Treatment

NOTICE is hereby given that Delivery Order covering part of Bill of Lading No. 76 per s.s. "Takaoka Maru" from Osaka calling for 7 bales Hemp Yarn and 3 cases Bobbins, marked TTF No. 49 to 55 & 328 to 330 has been lost. The public is warned against negotiating the above B/L which is hereby cancelled. Notice also appears in "Shun Pao" and "Sin Wan Pao."

TONG TAI FOONG & CO.,
(東泰豐)
39816

The Glen Line, Limited

New Building

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The above building will be ready for occupation on or about 1st of January, 1922. A portion of the Ground Floor, facing Peking Road, with an area of 7,000 superficial feet with Private Entrance, and Strong Room, is especially suitable for a Bank, Shipping or Insurance Office. A limited amount of office accommodation is available on the other floors.

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NOTICE

Notice is hereby given that from 19th instant this Association will only open every morning 10 to 12 for cashing the Shanghai banknotes of the Banque Industrielle de Chine.
39709

Amusement Advertising

will be found on

Page 20 and 21

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The following cargo if not claimed on or before the 8th August, 1921, and all storage and other charges paid, will be sold by Public auction:

4 Cases (balance of 5 cases) Straw Hats ex P. & O. s.s. "NILE" 9th April, 1913, B/L No. 315.

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The numbers of drawn bonds with date and place of repayment will be announced in due course by the Ministry of Finance.

F. A. AGLEN,
Inspector General of Customs,
Inspectorate General of Customs,
Peking, 14th July, 1921.
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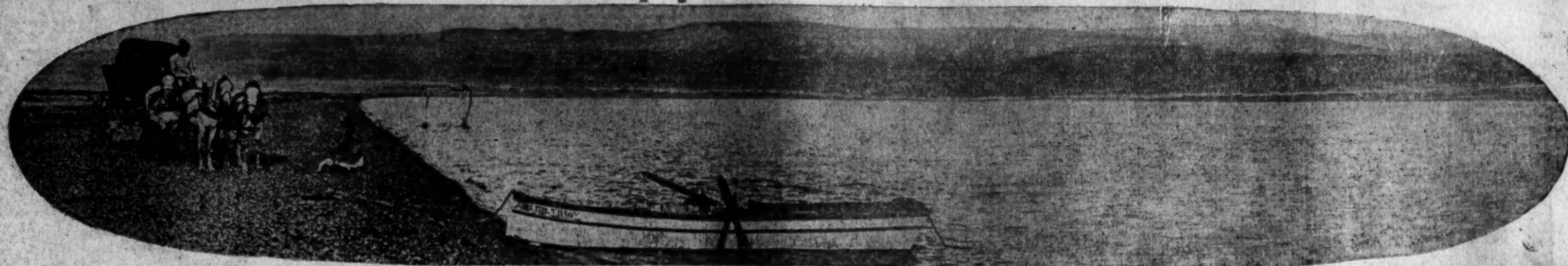
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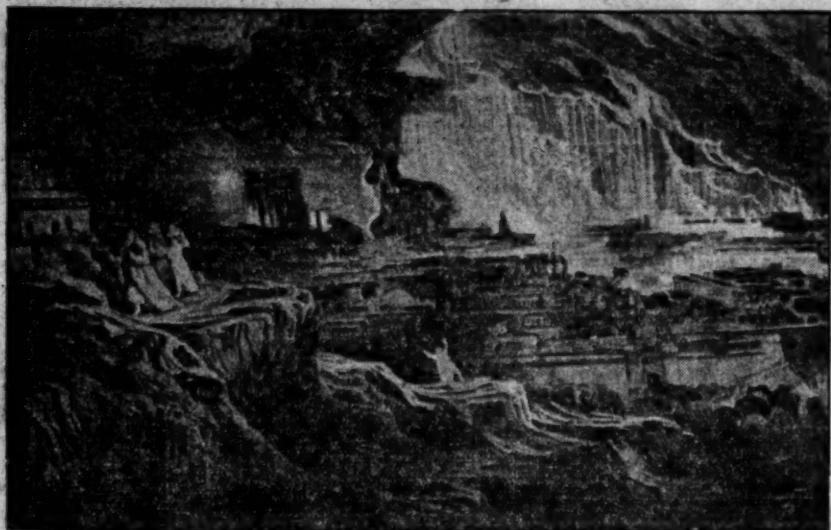
3rd Floor

To Find Out What Happened to Sodom and Gomorrah



Modern Photograph of the Barren Wilderness of the Dead Sea.

Science Believes It Can Corroborate the Bible Narrative That the "Wicked Cities of the Plain" Were Literally Destroyed by Fire and Brimstone



Lot and His Daughters Leaving the Doomed City. From Mezzotint by the British Painter John Martin.



Dead Sea Fruit.

The "Apple of Sodom" which collapses when touched, and contains nothing but dust and fluff, a very remarkable but worthless fruit which grows around the Dead Sea and nowhere else.

WHAT really became of the wicked cities of Sodom and Gomorrah, whose destruction is so graphically described in the Bible?

With the establishment of civilized government in Palestine and its commercial development, scientists and scholars will have an opportunity to investigate this and other problems of surpassing interest.

The incomplete investigations of Professor Ellsworth Huntington of Yale University, of Professor George Frederick Wright of Oberlin College and others have already accumulated strong scientific evidence that the wicked cities were really overwhelmed with fire and brimstone and that their ruins lie beneath the mysterious waters of the Dead Sea.

Bible students and scientists are now planning to explore thoroughly the shores of the Dead Sea and take soundings on the sea bottom in the hope of locating the ruins of these ancient "wicked cities of the plain." This work, which the Turkish Government has heretofore forbidden, can at last be safely undertaken because Palestine is now under the protection of Christian powers.

In the Book of Genesis, chapter xix., we read:

"Then the Lord rained upon Sodom and Gomorrah brimstone and fire from the Lord out of heaven. And he overthrew those cities, and all the plain, and all the inhabitants of the cities, and that which grew upon the ground."

From very ancient times people believed that the cities thus destroyed were buried beneath the waters of the Dead Sea. Then modern geologists declared that there was no volcanic centre in this region from which fire could have been rained on the cities. And now, still more modern scientists have found evidence that there was an immense volcanic eruption, due to an underlying deposit of bitumen, that, after a vast conflagration which destroyed the wicked cities, the whole surrounding country subsided, and that the river Jordan filled up the depression, thus creating the Dead Sea.

According to this theory, which seems to be supported very definitely by the Book of Genesis, the river Jordan, which is today the principal affluent of the Dead Sea, originally flowed across the fertile plain on which Sodom and Gomorrah were built, and found its way into the Red Sea through a rocky channel, which even now remains, though dry, to tell the story.

Thus it is not at all surprising that the ruins of Sodom and Gomorrah have never been satisfactorily located, inasmuch as they are on the bottom of a salt lake which occupies the deepest chasm to be found anywhere on the land surface of the earth. The Dead Sea is 1,278 feet deep and its surface is 1,200 feet below the level of the Mediterranean.

The catastrophe occurred in the lifetime

of Abraham, who, as the Bible tells us, was an eye-witness of it. Abraham was not a native of Palestine. He was born in or near the city of Ur, in Babylonia, and had removed himself and his family to what was later known as Judea, bringing with him Lot (his nephew, according to some accounts), who, with his two daughters, was the only survivor of the calamity that befel the doomed towns.

Thus it might be said that Abraham and Lot were immigrants. Ur, whence they came, was about six hundred miles east of Jerusalem. It was a much more ancient city than Babylon and in earlier days had been a great commercial and political centre.

The Bible tells us that Abraham and Lot at first jointly pastured their cattle in the southern part of the land of Canaan, and that afterward, when the two parted company, Lot journeyed eastward, having decided that the plain of the Jordan offered better opportunities for grazing. (Genesis xiii., 11-18.)

The district is described as rich and well-watered, and is compared in the Bible to the fertile and flat lands of lower Egypt. There were located the "Cities of the Plain" referred to in the Scriptures. To suppose that such a description could be meant to apply to the narrow margin of the Dead Sea, where some students of the Bible have been accustomed to place Sodom and Gomorrah, seems unreasonable.

But the question is settled by no less an authority than Moses, who writes: "The battle of the kings was fought in the vale of Siddim and the neighborhood of Sodom and Gomorrah. . . . All these (kings) were joined together in the vale of the Siddim, which is the salt sea." (Genesis xiv.)

In other words, Moses says that (1) the field of this oldtime battle was the neighborhood of Sodom and Gomorrah, and (2) that the battlefield was, at the time when he wrote (some centuries later), beneath the waters of the Dead Sea.

Moses presumably knew; and, if his testimony is to be accepted, the fact that Sodom and Gomorrah were built on a plain which is now the bottom of the Dead Sea may be regarded as established.

We are told that Abraham, when he got up early in the morning of the day following the catastrophe, "looked toward Sodom and Gomorrah, and toward all the land of the plain, and lo! the smoke of the country went up as the smoke of a furnace."

The whole landscape, in short, was on fire. It is not stated that Abraham saw a lake where the plain had been. There was no lake for him to see. But Moses, writing centuries afterward, speaks of the lake, or "salt sea," which had meanwhile been formed by the waters of the Jordan flowing down from the north and filling the abyss.

Before the volcanic convulsion occurred

a flat valley lay between the mountains of Judah on the west and the mountains of Moab on the east. It was a plain of remarkable fertility, through which flowed the Jordan, irrigating the land by natural and perhaps also by artificial channels. Thence, continuing its southward course, the river finally emptied into the eastern horn of the Red Sea.

There were five "cities of the plain"—Sodom, Gomorrah, Admah, Zebolim and Bela. We are told that, while Abraham "dwelt in the land of Canaan, Lot dwelt in the cities of the plain, and pitched his tent toward Sodom." This was shortly before, as it would seem, the whole bottom fell out of the landscape, swallowing up the valley and, incidentally, the cities. First, presumably, there was a tremendous earthquake; volcanic explosions followed, and the cataclysm wound up with a subsidence of the area which the plain had occupied. It may be that the ejected material left a vast hollow place beneath the floor of the valley, causing it to cave in.

Probably Lot, for convenience in pasturing his herds, moved about from the neighborhood of one town to that of another. At the moment when the eruption was imminent we find him occupying a house in Sodom, while his herdsmen doubtless were looking after his cattle not far away.

At all events, while he was at home one evening, two angels came and told him that Sodom was about to be destroyed, and that he must get out of the place without delay. "Escape for thy life!" they said. "Look not behind. Escape to the mountains lest thou be consumed!"

They told Lot that he and his womenfolk could find safety in a little hamlet called Zoar, which to-day is at the southernmost end of the Dead Sea. He got there at sunset the following day.

"Then the Lord rained upon Sodom and upon Gomorrah brimstone and fire from heaven. And he overthrew those cities, and all the plain, and all the inhabitants of the cities," says the Book of Genesis.

Unfortunately, as will be remembered, Lot's wife disobeyed an express injunction of the angels. After leaving the doomed town she looked back and was immediately turned into a pillar of salt.

A pillar of rock salt in the Jebel Usdum range, by the way, is to-day pointed out as Lot's wife. The identification, however, may be said to lack proof.

Lot and his two daughters were so frightened by the fiery convulsion that they left Zoar and hid for a while in a cave in the mountains.

The Koran, which is the Mohammedan Bible, makes a number of references to Lot, describing him as a teacher of righteousness. And the Arabs, who are of that religion, call the Dead Sea the Sea of Lot.

It is all a very interesting story. To-day the Dead Sea, a body of water forty-seven



The Destruction of the Wicked City of Sodom by Fire and Brimstone. From Painting by Beraud.

miles long and nine and a half miles in greatest width, lies between the mountains of Judah and the mountains of Moab, occupying the area supposed to have been formerly covered by the vanished "plain of the Jordan." Having no outlet, it has steadily accumulated salts of sodium, magnesium, etc. (derived from the rocks of the land), until now it holds in suspension 25 per cent of solids. On account of its composition no fish can live in it.

If emptied of water it would present to the eye an aspect most strange and weird. For it is indeed an abyss. In places the depth, as ascertained by soundings, drops suddenly from twenty feet or so to more than a thousand feet. Until very recent years it was a matter of common belief that the Dead Sea had no bottom, but that notion was held merely because no lines were available that were long enough to plumb its profundities.

When the floor of that valley dropped out it certainly fell a tremendous distance, but no bottomless abyss can exist.

The present prolongation of the valley of the Jordan three hundred miles from the river's source to the eastern branch of the Red Sea is an important and striking feature in the topography of the Holy Land, and indicates plainly that the stream formerly emptied into the Red Sea. It confirms the Scriptural story of a great convulsion which, interrupting the course of the river, converted the fertile plain into a lake—the "salt sea" of which Moses speaks.

All the valley to the southward was thereby changed into a sandy desert. The Jordan could no longer reach its ancient outlet, but, flowing into the vast chasm, gradually formed the lake which to-day we call the Dead Sea.

The sea covers three hundred and sixty square miles, which we may suppose was the approximate area of the plain on which

the five doomed cities were located. A fairly extensive district.

In various parts of the world are to be found other cities, or records of them more or less authentic, which, according to popular belief or tradition, were destroyed by divine anger on account of their wickedness. A recent and familiar instance is that of St. Pierre, on the island of Martinique, which was literally burned off the map, together with neighboring villages, when, in 1902, Mont Pelée blew its head off. Clouds of burning gas accomplished the result in that case, and there was no lack of pulpit utterances calling attention to the fact that St. Pierre had been notoriously one of the most immoral towns on the globe, and therefore fit for punishment.

Pompeii, in the year 79 A. D., was destroyed by hot ashes from Vesuvius. It was the fashionable summer resort of Rome, rather famous for its immoral dissipation, and perhaps the wickedest town in ancient Italy.

In Syria an extinct volcanic crater is occupied by a lake, called the Birket Ram, which is said to cover a village whose population was wiped out because it refused hospitality to a poor traveler.

In Wales there are several lakes, each of which is said to flow above a town drowned because of the misconduct of its people. Their church bells may even now be heard on occasions, pealing in a lively way.

Familiar in literature is the "apple of Sodom," otherwise called the "Dead Sea fruit." It is no myth. Josephus, the historian (who wrote about 100 A. D.), speaks of it as "beautiful to the eye, but filling the mouth with bitter ashes."

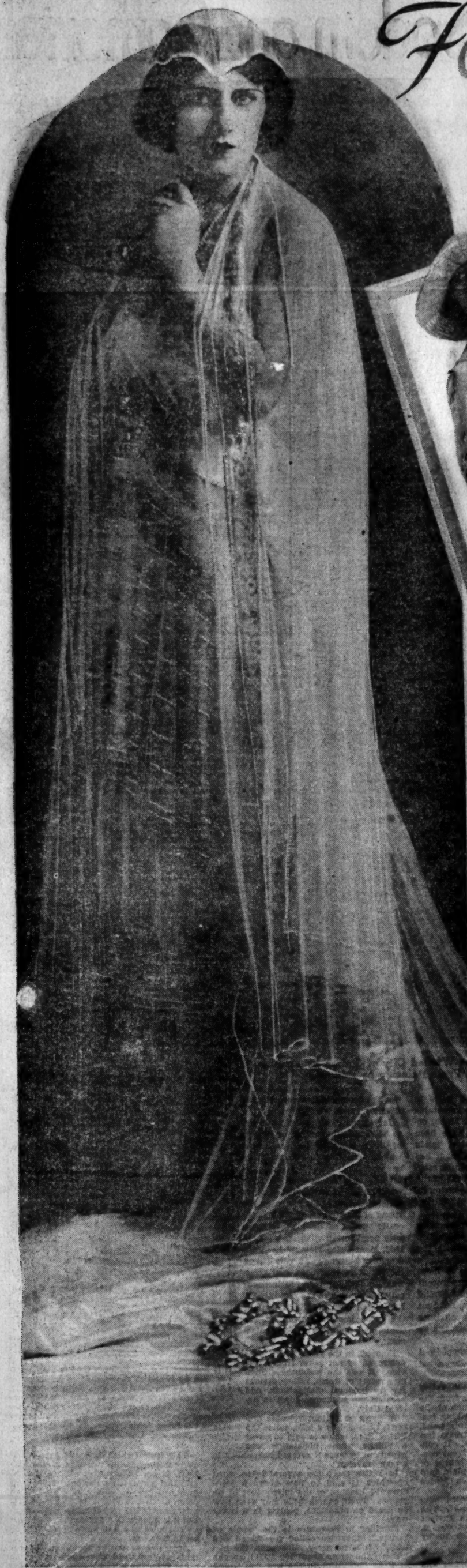


It is believed that the ruins of Sodom and Gomorrah will be found at the bottom of the Dead Sea (A). Before the Dead Sea was formed there existed there a fertile plain, the site of Sodom and Gomorrah. The Great Cataclysm which overwhelmed the Cities Produced the Decivity into Which the River Jordan Flows, Forming the Dead Sea and Covering the Ruins.

This fruit (which is found even at the present time in the vicinity of the Dead Sea), is not an apple at all. It is a big gill that grows on dwarf oak trees—very pretty to look at, glossy, of a purplish-red color, about two inches in diameter. One might easily imagine it to be good to eat. But it is filled with a substance which readily crumbles to a fine powder, horribly bitter to the taste.

According to native tradition, the contents of the Dead Sea apple are really ashes from the ancient burning of Sodom and Gomorrah.

Four Dresses for the Bride by Lady Duff Gordon



▲ Sleeveless Wedding Robe of Satin, Net and Lace.—The Veil Falls from a Marie Stuart Cap.



A Sports Costume of Satin, With Embroidered Smock.

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashion in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with the centre of fashion.

Lady Duff-Gordon's American establishments are at No. 19 East Fifty-fourth street, New York, and No. 1400 Lake Shore Drive, Chicago.

By Lady Duff-Gordon ("Lucile")

TODAY I show you four dresses for the chief figure of a summer wedding. The bridal gown here shown in its photographed form has that appearance of a white cloud that is the inseparable part of a wedding robe.

The foundation of this gown is what the conventional wedding gown has for its beginning—white satin. Upon this foundation is built a cloudy structure of net and lace. Creamy net in voluminous folds combines with Duchess lace to produce that effect so like the fleecy drapery of the skies.

The large lower right-hand figure gives with satisfactory detail a clear impression of the bride's afternoon costume. It is a one-piece gown of taffeta. The opening at the side of the bodice is faced by satin of a contrasting color. The silver falls in long ends at the left of the front. The elbow sleeves and the low, pointed neck are outlined by scant, double ruffles of Duchess lace. Beneath the skirt a lace petticoat daintily peeps.

An appropriate dance gown for the bride we may inspect on the small upper right-hand figure. It is built upon a slip of metallic cloth. The skirt is of shot taffeta, piped with metallic ribbon. The bodice is of metallic lace, that shows the more gorgeously against its background of the metallic cloth slip.

The skirt folds and edge are piped with metallic ribbon. The square cut, sleeveless bodice is tied at the shoulders with metallic cords and dotted with tiny metallic roses.

Last of the group of four dresses, that which is shown by the photographic reproduced in the upper middle space on the page, is a sport costume. This is suitable for horse show, regattas or for any sports tournament. The skirt and smock are of baronet satin. The smock is lavishly embroidered in silk floss.



A Dance Gown of Taffeta and Metallic Net Built Upon a Foundation of Metallic Cloth.



One-Piece Gown of Taffeta for Afternoon Wear.

Women Of Paris Indulge In Gayety Of Straw Parasols, Veils And Bags

BY ANNE RITTENHOUSE
(New York Herald)

Centuries ago Europe took up the fashion of colored straw and went into an ecstasy over it. The episode repeats itself this season. The Paris milliners took it into their clever heads to offer parasols, handbags and veils built entirely of straw or edged with it; they made plumage of it, shredding it into fine flues and making tassels to imitate the Arab veils which hang over one's shoulder to the waist.

During the Peace Conference the House of Premet on the Place Vendôme put straw on evening frocks. It was colored and used as fringe. This house also put chicken feathers, brightly tinted, on skirts as a substitute for feathers, and the American buyers called the output "barnyard clothes." The fashion for straw gained a slight impetus, but it has rested quiet for two years and now it springs into boisterous life.

The idea has not spread in America. So far it is confined to a few extremists. But as Paris is filled with American tourists buying clothes to bring home and professional buyers are returning on every steamer with new thoughts and new ideas, one naturally expects these straw accessories to start over here in full power.

BRIGHT COLORS FOR STRAW

It is best not to inquire into the endurance of the parasol made of straw. Maybe it will last; maybe it won't. That's not the question. The problem in the woman's mind this season is what color to choose in a sunshade. No one has ruled out bright red. One of the best of these parasols carried by a French woman is Chinese red trimmed with red ostrich fringe and a natural wood handle carved in the ancient manner with the figures tinted red.

If one prefers pastel colors rather than barbaric ones there is a straw parasol of a new design which has a deep border of straw braid run with gold thread and above this border is a band of violet leaves. The bag which matches the parasol is of straw in the same color, a bunch of violets flaring on the front. No one hesitates to make these handbags excessively ornamental. The one that goes with the red straw parasol is deeply fringed with red ostrich flues and has red ribbon as a handle. Children also enter gayly into the fashion. They carry small fat

parasols of bright pink straw with painted clowns topping the stout handle. These clowns are made of wood and are expertly painted to look lifelike.

When the milliners get quite excited over these sets they build a parasol, a bag, a veil and a pair of gauntlets to match. They do not put straw on the veil or gauntlets but they edge the former with colored ostrich fringe and the latter with bright colored cuffs laid out in broad checks. One such set is entirely in apple green.

VEILS WITH GAY APPEARANCE

Not content with making parasols the plaything of the hour the milliners, seeing big possibilities in veils, have started in to make them more conspicuous than they are.

Ever since they adopted the Arab idea of cutting veils in wide measures and draping them in long lines these ornamental pieces of lace and chiffon have become an important accessory to a hat. Often they are the better part of it.

The small face veil was shelved by women who led fashion several years ago, and only the conservatives use it in its conventional form, plastered across the hat and nose and tightly pinned at back and neck. Other women have disregarded the veil as a face protection and they now indulge in it as ornamental drapery. This fact gives the milliners their chance.

The possibilities in veils are fully carried out. It is a new fashion in France, for instance, to make the veil and the neckwear in one piece. Boldly designed lace is chosen which is placed over the hat, drawn down to the neck in the form of a bird cage, then spread out over the shoulders to shape a wide round collar. It is held in place around the neck by checked ribbon, with long ends in front.

This ribbon is in itself a novel and fashionable detail in costume. It is used for girdles, it dangles from the wrists of sleeves, it is put on hats. The smart crepe de chine frocks as well as those of georgette crepe carry a band of such ribbon about two inches wide placed around the hips, tied on one side to fall in long ends. It is checked in black and white, blue and gold, blue and buff; it is striped or plain. But always it is effective.

This ribbon makes less of a talk about the hips than crepe, metal or even chiffon. Young wo-

men wear is loosely placed at the spot where their waist line used to be. It is permitted to take the outline of the frock; it makes no attempt to confine it close to the figure.

But back to veils, for they are more important to the majority of women than ribbon. There is a lovely veil placed on a huge black hat lined with pink straw; it trims the crown and simulates the find of plumage that hangs over the shoulder. The veil is of lace studded with pink rosebuds, one and shaped to a deep point with a rose at its end!

The idea has stimulated the dressmakers into building scarfs a imitation of the veil. They are worn for dancing. They substitute the Spanish shawl which the Paris women wear at smart functions such as the opera, dinner parties, dances in public places and the day.

ALL PARIS IN WAISTCOATS

The rival to the shirt waist and the overblouse in the shops of Paris is the gilet. It is more than a waistcoat, less than a blouse. It is the desirable garment of the season. It is one of the details of ostentatious that has swept smart society and, as always, those who

follow smart society, even if far behind them, are buying these accessories to a coat suit at small prices.

They have short or long sleeves; they are sometimes collarless, neatly always surplice or double breasted and extend only a few inches below the waist line. Of course they go over the skirt. They make an admirable addition to a plain coat suit. As few of the new coats meet in front—and rarely fasten except at the waist line with one button, such an accessory as a gilet is all that is needed.

They are built of too many materials to enumerate. Several of them look as if they had come from the upholstery departments; many appear to have been made by interior decorators. Simple ones are of bright colored linen and tricolette. Many are of silk jersey. A few are of French cretonne. Striped silk after the Directoire fashion is chosen with striking effect.

They can be so fashioned that they permit the coat to be removed; again they are in skeleton form on a net foundation which carries elbow sleeves. They are simpler to make than blouses and they can be depended upon to give more ornamental effect.

Smart women who have taken up the fashion for all gray and black, or white and black, wear under the one button coat of either

(Continued on Page 6)

Beauty Midway Between Two Uglinesses.

EASTERN AND WESTERN IDEALS.

VIRTUE," says Aristotle, "is a mean between two vices."

Thus generosity is a mean between foolish extravagance and avarice; modesty a mean between prodigality and wantonness; a good comedy a mean between a farce and a propagandist play. I suppose the reverse is true, i.e., that a vice is a mean between two virtues. But there is probably something wrong in the assumption. Like the converse of "all cabbages are vegetables," which is "all vegetables are cabbages," and which landed one in a logical muddle in one's school days.

The axiom holds good when applied to beauty; a beautiful figure is the mean between the ugly extremes of leanness and obesity. A beautiful face has neither too much nor too little hair upon it—crudely, in a woman, the eyebrows and lashes are luxuriant, yet no downy growth blurs the outline of cheek and upper lip. Our convention which demands that women should have long eyelashes but no moustaches, would probably seem curious to certain savages who shave eyebrows and lashes, and admire moustaches in women, just as our partiality for white teeth would astonish the Hottentots who prefer them black or yellow.

In Europe, however, and among the civilized Eastern races, the beauty that long curling eyelashes and delicately marked brows cannot be over-estimated. What glorious lashes one sees in the East; especially among the Greek girls in the native quarter of Cairo. The tendency among

such beauties to grow superfluous hair on the face is combated by the razor or by depilatory paste, remedies handed down sometimes from the days of Cleopatra or the glory of Carthage.

In this country women are beginning to realize that neither shaving nor electrolysis are ideal for removing unwanted hair. A method which is steadily gaining in popularity is that of treating the superfluous hair with a paste made of pure phenol and water. The paste is spread rather thickly on the hair, and allowed to dry thoroughly. The hair is completely destroyed and can then be painlessly removed with a very blunt knife or a piece of cardboard.

The application of a little depilatory paste is recommended after the hair has been removed with the phenol.

The trouble with most women, however, is not that they have too much hair on their face, but too little. Scanty eyebrows, and poor, light lashes are common in this country, and often render an otherwise charming face insipid or even plain. It is a good and safe plan to encourage the growth of brows and lashes by the occasional application of a little mennenaline. Mennenaline is rather a pleasant substance to use, and it has the advantage of not only increasing the growth of the eyelashes, but also of giving them a delightful inclination to curl at the tips.

The eyes owe half their expression and charm to the lashes rounding them, just as the face owes so much to its frame of hair.



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Winning Car Must Make Slowest Speed In High Gear

The well known and justly celebrated fondness of Australians for outdoor contests is responsible for some very novel sporting events.

A "slow" race, although not altogether a new event, is one of the most interesting lately featured. It was introduced at a recent meet of the Automobile Club of Western Australia, Inc., at Lesmurdie Hill, over a course well known and held in great respect by motorists who have negotiated its steep gradients. The hill is three-quarters of a mile (1.2 kilometers) in length. It starts with a steep ascent, followed by several awkward curves, finishing with a steep incline following an almost right angle turn. On the right side of the road practically all the way up is a rocky wall, varying in height from about two and one-half feet (¾ meter) to four feet (1.2 meters). The left side of the road is fenced to guard against a drop into the little stream about a hundred feet (30 meters) below.

A section of the hill about two hundred yards (150 meters) long was selected for the race, and it proved to be a very difficult portion indeed. The spectators were able to keep pace with the contesting cars, and crowds followed the race from start to finish. The Oakland entry had matters all its own way, taking 36 ½ seconds and winning with 40 seconds to spare. At the end of the race several of the entries were pretty well heated up, but most of them came through in good shape. Two cars were obliged to drop out of the race, developing carburetor trouble. The winning Oakland had excellent cooling circulation, and was running smoothly when it crossed the line.

The race was a real test of motor car stamina, as the victory went to the car which could make the slowest time in high gear. Entrants were not allowed to touch either brakes or clutch, and a steady flow of power was required to carry the car up the grade. Only a well balanced engine, perfectly fitting bearings, and good carburetion will enable a car to come successfully through a test of this nature and any car owner who drives a winner in such a race may be pardoned if he looks with unusual pride upon his car.

BUDD TO HEAD PACKARD EXPORT

Experienced Executive Is Made General Manager Of Export Corporation

Announcement has recently been made of the appointment of D. C. Budd as General Manager of the Packard Motor Export Corporation.

Mr. Budd has been in the Packard organization since July 5, 1915 when he joined the parent company in Detroit. Early in 1917 he was made assistant to the Carriage Sales Manager, and later Assistant Manager of the Foreign Distribution with headquarters in New York City. When the Export Corporation was organized March 1, 1920, he was made Sales Manager, in which capacity he gained a reputation for sound judgment and keen sales sense. His appointment as General Manager of the Export Corporation comes as a merited reward of his six years' experience and conscientious endeavors in the Packard Company.

Packard's structure for handling overseas business is built on lines that make for permanency. Mr. Budd, in assuming his new responsibility announced that the present policies of Packard Export will be perpetuated, and that there will be no change in the present method of conducting foreign business.

SOURCE OF OIL DRIPS

Oil drips frequently come from the cap screws being loose on the crankcase, from the bearings, from the plungers or tappets above the cam shaft. In addition to being wasteful drips of this kind make a frightfully messy engine and should be attended to promptly. In some cases where oil drips from the bearings, the fan picks it up and scatters it over the inside of the hood.

TO OPEN GATE WITH AUTO

Barriers extending along the ground from one or both sides of a recently patented roadway gate enable the automobilist to open or close the gate merely by running his car over them.

HORSE IS PASSING IN HAWAII, AUTO TAKING ITS PLACE

Pleasure Cars, Tractors And Trucks Mean End Of Dobbin

(Special Correspondence)

Honolulu, Territory of Hawaii. The day of the horse has ended in Hawaii, and, as in other parts of the world, his place has been taken by the motor car. Thousands of pleasure cars, trucks and tractors are now in service in the islands, and the automobile business is in a decidedly flourishing condition.

On the large sugar and pineapple plantations the mule and the horse which for years pulled the plow and cultivators have about disappeared, and this work is now being done almost exclusively by tractors and motor-driven plows. This innovation has reduced operating expenses considerably, at the same time accomplishing increased and more satisfactory work. Several of the plantations are now manufacturing their own motor fuel.

When the delegates to the Press Congress of the World come to the territory in October for a two-weeks' session, they will find that splendid automobile roads lead to every point of interest in the islands, even up to within a few hundred yards of the rim of the active volcano of Kilauea on the island of Hawaii. The territory is speeding millions yearly on its roads, and one of the largest roadbuilding programs in its history is being carried out, for which the advent of the automobile is largely responsible.

Each of the four larger islands is encircled by a splendidly constructed belt road, from which branches out other highways, forming a veritable network of good roads. The various army units in the territory are now completely motorized, and this is another reason why the territorial and county governments are placing emphasis on good roads. An effort is now being made in Congress to obtain an annual appropriation of federal funds for additional road building in the islands.

PNEUMATICS USED ON DURYEA CAR IN FIRST AUTO RACE

The first automobile race held in the United States took place at Chicago on November 28, 1895, and was won by the Duryea motor wagon.

It is worthy of record that the winning car was equipped with pneumatic tires—not bicycle tires on wire wheels, but specially constructed automobile tires on wooden wheels.

The tires were made by the Hartford Rubber Works Company, which is now one of the tire factories of the United States Rubber Company. A letter written by the Duryea Motor Wagon Company to the Hartford concern under date of December 23, 1895, gives interesting facts regarding the tires' performance as well as some picturesque details concerning the curiosity which the pneumatics evoked.

The letter follows:

"We put a set of your 2-inch Single Tube Tires on our motor wagon last March. They showed no signs of deterioration up to the time we shipped the wagon to Chicago in November last. Then several bad scars were made in the car. Some one took a knife and drove it through the tire to see if it was solid or not. The cut was bored out with a hot poker, a plug put in, with a couple of tablespoonsful of cement, the tire blown up and inside of ten minutes from the time we began on it the job was done. We ran the carriage up on the testing machine, tested until midnight, and then ran the fifty-mile race next day through the snow, winning first prize.

"The tires have not had to be pumped up since. Barring the rough usage in shipping, the tires are as good as ever. Our hard tests have given some of us pointers on the question of pneumatic or solid tires, but that is an old subject with us and we are now contented to say that pneumatic tires suit us.

"We are now putting a set of your tires on our model for 1896, but have increased the size to 2 ¾ inches."

Women Of Paris Indulge In Gayety Of Straw Parasols, Veils And Bags

(Continued from Page 3)

gray or black a white gilet fastened with jet buttons. If the suit is gray, it is piped with black satin. The color scheme is carried out in the shoes and stockings, the gaiters with black embroidery or cuffs of black leather, the black slippers with gray suede insertions and gray silk stockings.

By the way, another exceedingly fashionable detail in the summer costumes is a silk handkerchief tucked in the top coat pocket to match the costume or harmonize with it. When a woman wears a black coat suit of crepe de chine or dull satin the small silk handkerchief, half falling from the pocket is in apple green, Chinese red, Directoire yellow. When gray suits are worn, these handkerchiefs are jade green and gray.

The trifling fashion has brought about a strong demand for the small, colored silk handkerchief. It is not a new fashion. It was the last necessary touch to the costume the year before the war in Paris, when smart women wore the same kind of box coat and narrow skirt that they wear today.

The Americans who went over there that same summer wore full skirts, reasonably long and found themselves sharply contrasted with the French women who wore short, narrow skirts. Exactly the same thing happened in 1919, except that our skirts were not full, but they reached our gaitered ankles while the French skirts just covered the knees.

This summer the contrast is quite as sharp. It is said to be causing the same criticism from the French. Their skirts are

much longer, ours are nearly to the knees.

It is foolish to say that the American does not feel at a disadvantage in this contrast. She was defiant and obstinate in 1919. She continued to wear her long sheath-like skirts. What will she do this summer? It is well for her to remember that she finally gave in to the French fashion for abbreviated skirts and carried the idea to an extreme.

If she intends to wear long skirts next winter she may as well begin now if she happens to be going to France. They are getting of the same old phrase, in the street over there which was prevalent in 1919: "An American liner must be in." they said as they looked down at the hems of our skirts.

EXTRAORDINARY SLEEVES

Last, but not least, of the new sensational details that interest women in Paris are the long sleeves copied from the time of James I. They are quite ornamental, they cover the hands and drop to the knee. They do not flare. They look like a stove pipe. They give one an unpleasant shock at first, for they seem to explain that the woman is armless. They look uncomfortably like the unfilled sleeves of the soldiers.

Of course, they are uncomfortable. A woman must find the lash in the side in order to get her hand out. Yet those who wear the sleeves insist that there is no inconvenience connected with them.

At best they are the talk of Paris, which means they will soon be the talk of America. The fashion may be a heroic attempt to

introduce with success the long slim sleeves.

In addition to this type of long sleeve Jenny of Paris, who has shown her new autumn collection to the American manufacturers, again features the wide baby-lonfon sleeve which she introduced last January. It is a square piece of transparent fabric falling from a deep armhole and reaching the finger tips.

It is important to add that she also introduces a wide choker collar of fur clasped at the neck with buckles of brass or cut steel in barbaric design. This buckle is repeated by a giraffe placed well down on the hips. It is often of brass of steel set with colored stones of glass.

The Bridal Veil

The correct way to drape a wedding veil is a matter puzzling many a bride-to-be at the present moment. Although there is so much to be observed in the way of following tradition at a formal wedding, this is one point on which no rule need be followed. There are almost as many ways of draping a veil as there are brides.

In the dressmaking houses of America, both large and small, head designers and little sewing girls are equally busy just now working on bridal costumes, some of them simple, others elaborate, but all of them lovely.

The best firms making trousseaus seldom use a lace veil unless the bride has some handsome lace which for sentimental reasons she wishes to use. The tulle veil is the one in favor. There are

made very long, very voluminous, and always have trains.

FLATTERING, INDEED, IS A SHOWER OF TULLE

Tulle, while extremely flattering, has not become the fashionable material for wedding veils for this reason, but because of the scarcity of good lace. Fortunately indeed is the modern bride who has access to a chest of ancestral laces. She who has not may well envy the lovely Tuscan brides of the Renaissance, whose dowry chests contained laces handed down through several generations. Many of these were woven in castles or manor houses in the days when even queens worked at this beautiful and fascinating art. Or perhaps they had been years in the making within the walls of some convent.

But a not at all unfavorable contrast is seen between the bride of 1921, with her simple airy draperies of tulle, and the bride of long ago, when her magnificent train, over which fell elaborate lace veils of inestimable value, was carried by little pages. An eminent French designer, who has established herself in this country and specializes in wedding dresses, when interviewed regarding the way in which she intended to drape veils for this Summer's brides, spoke of the fatality of having any particular idea in mind, because when it came to carrying out a special idea it might not be at all suitable and becoming to an individual bride.

RARE LACE STREWN WITH ORANGE BLOSSOMS

This clever French woman told me most enthusiastically of a veil she is making for a small bride who has a rare and beautiful piece of lace about a yard square which she is most desirous of using. She is going to drape this square from the shoulders diagonally so that it will hang to the floor without forming the train. She will then attach two strips of silver ribbon about twelve inches in width to

the top of the veil at either side to form a border. The ribbons will not be sewn but caught together where they touch the floor and allowed to form two narrow trains about two yards long. Tiny bunches of orange blossoms will be scattered here and there over the veil. This is to be used for a summer wedding and will be very charming for a small person, being a type of veil that will give height to the wearer.

A reaction from the hat arrangement of bridal headdress that has been the mode for several years appears in the tendency to wear the veil draped high on the head. This inclination provides many sources from which to draw inspiration. For instance, there are the picturesque headdresses of France. And in Brittany and Normandy alone there are almost as many different shaped caps and modes of wearing these caps as there are villages.

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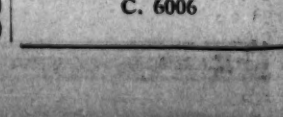
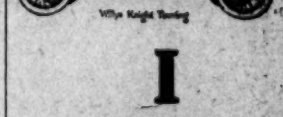
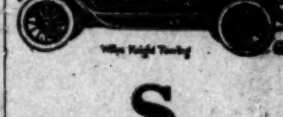
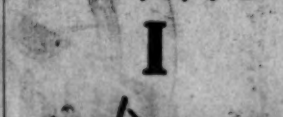
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30 x 3	Tls. 15.30	Tls. 17.00	Tls. 4.00
30 x 3½	22.50	25.00	4.80
31 x 3½	24.30	27.00	5.40
32 x 3½	25.20	28.00	6.20
31 x 4	32.40	36.00	6.80
32 x 4	33.30	27.00	7.00
31 x 4	35.10	39.00	7.40
34 x 4	36.90	41.00	7.80
34 x 4½	46.00	52.00	9.00
35 x 4½	48.00	54.00	9.80

Millimeter Sizes			
SIZE	PLAIN	NON-SKID	TUBES
810 x 90	Tls. 24.30	Tls. 27.00	Tls. 5.45
815 x 105	33.30	37.00	7.00
820 x 120	45.00	50.00	7.60
875 x 105	39.60	44.00	7.80
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920 x 120	54.00	56.00	9.80

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Swedish Automobile Club Holds Races For Motor Cars On Ice Track Each Winter

Idea Is Consoling One To Shanghai Automobilists Burned Up By Semi-Tropical Sun

The winter season in Sweden continues for at least five and sometimes six months, and is usually accompanied by extreme cold and an abundance of snow and ice. The motorist therefore has a period when he must either combat these elements or have his car lying idle for half the year. For some time after automobiles were successfully introduced, motoring in the rigorous winter months was unthought of. However, during the past years, largely through the efforts and activities of the Royal Swedish Automobile Club, the motor car is now generally used throughout the winter season.

To create and maintain interest, this Club holds two contests each year which are run over an ice track. Races on the ice track, offering as it does far less traction than is found on any road surface, are indeed severe tests of a motor car, and the results are indicative of its sturdiness, dependability and practicality under the most trying conditions.

The cars are divided into two groups, racing and touring, and each group is further divided into nine classes according to the piston displacement.

This year the first contest was held in February over the 12-

kilometer ice track on Lake Yngaren. Among the entries were many high-class European and American cars, including: Locomobile, Packard, Marmon, Jordan, Stutz, Peerless, Hudson, Daniels, Peugeot, Mercer, Renault, Buick, Benz, Minerva, Ley, Fiat, Opel, Mathis, Mercedes and Cadillac. The Cadillac was a new car, having been run only a few miles previous to the trials, but despite this handicap it was successful in winning the first prize in its class and also an honorary prize as the fastest car in the touring car group.

In the second contest, held over the 5-kilometer ice track on Lake Hammaröfjorden near Karlstad, another Cadillac entry, this time a rather old car, had considerable success. The car was entered in both the touring and racing tests. In the touring test it was successful in winning first prize in its class as well as an honorary prize as the fastest car in the touring car group. In the racing test the Cadillac won first prize in its class.

Not every country is geographically located as to have snow and ice during their winter months, but the Royal Swedish Automobile Club is to be commended for taking advantage of what many would consider as insurmountable obstacles.

New Japanese 'Midget' Motor Is Adapted To Japanese Roads

Conditions In Japan, Poor Roads, Narrow Streets All Considered In Designing And Planning Machine

The first automobile manufactured in Japan has been under test for more than a year and its designer, Mr. M. Watanabe, has been working on the detail design for a much longer period.

It is a real attempt to supply the Japanese market with a car especially suitable to the country, taking into consideration local conditions, such as poor roads, narrow streets, the high price of fuel and the limited buying power of the public.

The car, is manufactured complete at the Shibaura works of the Far Eastern Automobile Company, Ltd., with the exception of the engine, which is of foreign manufacture.

Manufacturing difficulties, the lack of skilled labor, and the present depressed state of the local automobile market have necessarily limited production, but the model has been given considerable tests under actual conditions and may be called a successful automobile.

It is not a copy of any foreign car, although it closely resembles several of the smaller French and English "light cars," and it has several distinctive features.

The "Midget" is a very small car, as its name implies, and its wheelbase is only 84 inches. The total weight of the car, as illustrated, is only about 850 pounds. The top of the door is 37½ inches from the ground. The wheels and tires look large in proportion to the rest of the car, but they are only 28 x 3 inches. This little car can turn in the narrowest street and can be housed in a shed large enough to hold a ricksha.

FEATURES OF THE ENGINE

The engine is a "De Luxe" air-cooled V-twin, developing 12 horsepower, and is made in Indianapolis. Cooling is aided by a belt driven fan, placed directly in front of the engine, behind the false radiator. Ignition is by Bosch high-tension magneto, and lubrication is by automatic gear pump, assisted by a hand-operated oil pump. A Schaebler carburetor is provided.

The transmission is selective, with three forward speeds and one reverse. The transmission case is mounted far enough behind the engine to allow for a transmission brake between the two units. The drive is taken from the transmission, by a propeller shaft, to a live rear axle, enclosed in a housing of small diameter. The springs are of Chrome Vanadium, quarter-elliptic all around, a system which has become very popular with European light cars. Drive is taken through radius rods arranged on the three-point system, somewhat similar to that employed by Ford. The second set of

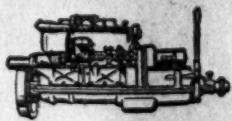
brakes is in the rear wheel drums.

BODY UNUSUALLY GOOD

The body design is unusually good and follows the best French practices. The front seat is large enough for the driver only, but the rear seat accommodates two with comfort. The seat cushions are placed directly on the floor and the body sides are high enough to be comfortable. The single door permits access to both front and rear compartments. The long cowl houses the gasoline tank, which is located above and behind the engine, feeding by gravity. The false radiator is V-shaped and the headlights are small and neat. A generator and 6-Volt battery are provided.

This little car operates in a smooth and lively manner and lacks the excessive vibration usually found in cars having two-cylinder engines. The springing is good and the low center of gravity helps the car to ride easily. The makers state that the car will average from 25 to 35 miles per gallon, and that its maximum road speed is about 30 miles an hour.

When production has been somewhat increased it is hoped to produce the car at a low price, so as to place it within the reach of a very large class of motorists.



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OVERLAND HEAD IN BRITAIN VISITS WILLYS IN U. S.

William M. Letts Is Prominent Figure In British Industry

William M. Letts, C. B. E., Managing Director of Willys Overland Crossley Ltd., Heaton Chapel, Manchester, England, recently went to America for an important conference on foreign trade matters with Mr. John N. Willys, President of the allied Willys Industries, Mr. Walter P. Chrysler, Executive Vice President of Willys-Overland Inc., and Mr. C. E. Morse, Vice President and General Manager of The John N. Willys Export Corporation.

Mr. Letts for almost a quarter of a century has been prominently associated with the leading British automobile manufacturers and he is also favorably known to the traders not only in the United Kingdom but also throughout India, Africa and Australia. In America and Europe, as well, he numbers among his friends the foremost manufacturers in the automotive industry.

As Managing Director of Crossley Motors Ltd., Mr. Letts first obtained prominence. For the past decade he has directed the manufacture of Crossley cars, whose reputation in world markets is of the highest. It was just about a year ago that Mr. Letts, together with Sir Kenneth Crossley, Bart., united with the Willys-Overland interests in England to form Willys Overland Ltd.—a corporation with a capital of \$2,000,000.

This new organization purchased from Crossley Motors Ltd. the Heaton Chapel, Manchester, plant of the latter, which had been built during the war for the production of aeroplane motors.

At the time of its completion it was described by Lord Weir, Air Minister for Great Britain, as the finest of its kind in the world. It is one of the largest, most modern and most complete plants in England or continental Europe.

Under the direction of Sir Kenneth Crossley, Chairman of the Board, and Mr. Letts, Managing Director, this new organization has already proven itself to be one of the most powerful

combinations in the European motor field.

Today the Overland organization in the United Kingdom, of almost seven hundred dealers, backed by the prestige of many thousands of Overland cars in service, stands second to none in loyalty, in enthusiasm or in preparedness for greater volume of Overland sales during 1921 and succeeding years.

BLACK COMPOUND IN COMMON USE BY TIRE MAKERS

Tread Is Tougher Than When White Or Light Grey Compounds Used

From the beginning of the automobile tire industry, the treads of tires were made of compounds which when vulcanized gave a white or light grey color.

This type of compound was in common use throughout the industry up to about the years 1912 or '13 when a new compounding ingredient, jet black in color, appeared on the market.

This new ingredient was first used in very small quantities in making up the rubber compound, and merely for the purpose of producing a dark grey or black color, and with no thought of affecting the durability or wearing qualities of the tread.

"In our experiments," says a bulletin of the United States Tire Company, "we found that by using ingredient in fairly large percentages a new type of tread compound could be produced which was approximately twice as resistant to abrasion and cutting as the old conventional tread compound."

"This new black compound was used when our Royal Cord tire was first put on the market. It was not long before compounds of much the same type were in common use throughout the industry. Because of the effectiveness of this compound it is safe to say in general that a 'black tread' is far tougher than a tread of any other color, but it must be remembered that through the 'blooming' of the sulphur in the compound, the color may become a dark grey rather than a jet black color."

MANILA CYCLISTS IN ENDURANCE RUN

Trip Over 746 Miles To Baguio And Return Is Filled With Interesting Experience

Manila motor cycle circles were much interested in an endurance run staged recently from Manila to Baguio and return, totalling 746 miles.

There were no accidents of a serious nature, though there were some close calls. One machine looped a loop; but no damage was done to rider, passenger or machine, and they kept on. One motorcycle caught fire en route and it was run into the river there to save it from complete ruin.

One man did a repair job on the road that he defies anyone to repeat in the best repair shop out here, thus enabling him to reach Manila on the same two wheels which carried him out at the start of the trip.

"Billy" Clare, chief quartermaster in the Navy and with station at Cavite, with his team-mate, "Cap" Hill, who was a chief quartermaster until he retired a few years ago won the race, covering the 746 miles and with a minimum of engine trouble.

Smith and Cook, also driving a Harley, won a first place by making Baguio in 15 hours and 59 minutes, covering some 338 miles. An Indian machine came into Baguio third. Second best time into Baguio was made by Stevenson and his team mate, representing Squires and Bingham, the agents for the Harley.

MILLIONS SERVED BY MOTOR TRUCKS

One of the oldest decorative firms in the country capitalises service, which experience has shown could not be rendered without the aid of motor trucks. The Chapman Decorative Company of Philadelphia, established in 1848, finds that by the addition of its own swift transportation to efficiency in other departments it can serve 16,000,000 people.

H. C. Parker, secretary of the company, recites an instance

where one of the trio of three-quarter-ton GMC trucks more than paid for itself in a single trip. A Philadelphia customer wanted something that could not be secured excepting in New York, so a truck was sent for it, although it was a small parcel. Parker believes that service of this kind is a great business builder.

Not only do the GMC trucks save time, but the materials do not leave the control of the company, going directly from the shops to the patron. The firm has a bonus system for drivers, which insures care of the trucks and contents, and is profitable.

Placing the life of the average automobile, at between four and five years, it is estimated that practically 1,500,000 cars will go to the scrap heap this year.

Chevrolet Wins Economy Test Run In California

In the First Annual Economy and Resistance Run, from Sacramento to Tallac, organized under the auspices of the Automobile Dealers of Sacramento, California, a Chevrolet emerged victorious, on a basis of fuel consumption.

The course was 261 miles to Lake Tahoe, then along the lake to Tahoe City, from there to Truckee, and then to Sierra and Auburn, ending the run at Sacramento. Two days were allowed for this test, five and a half hours for going and six and a half hours for the return trip. The first half of the course was over mountains 7,000 feet above sea level.

Only stock cars were allowed to compete and only the dealers themselves were allowed to drive. The clutch and the gears were sealed and it was stipulated that engines should not be stopped on the way.

Only three of the 24 cars entered did not finish the run. One car could not start the return trip and was therefore disqualified; one developed engine trouble; and a third suffered the breakage of a carburetor part in hitting against a rock. All the others finished the run within the stipulated time, the last car to finish arriving two minutes before the time fixed.

The winning Chevrolet ran smoothly throughout and in spite

of the rarefied air prevailing at that altitude, nearly a mile and a half above sea level, experienced no carburetor trouble. Its performance on steep grades was

especially satisfactory, and the driver reported that it responded quickly and powerfully to the accelerator, even at the end of the run.

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Hudson	7	"	(1919)
Buick 6	7	"	(1920)
Essex	5	"	"
Dodge	5	"	(1919)
Overland 90	5	"	"
Oldsmobile	5	"	(1920)
Koamer	5	"	(1919)
Cadillac	7	"	"
Renault	5	"	"
Willys Knight	"	special top	(1920)
Stearns	"	Limousine	(1919)
Buick 6	"	"	(1920)
Overland 50	"	"	(1920)
Dodge (run 3,250m.)	"	"	"
Milburn	"	Coupe	"
Buick 6 (run 3,650m.)	"	Roadster	"
Dodge	"	"	(1919)
Packard 12 home made	"	Coupe	"
Overland 90	"	Country Club	"

We offer you every facility for a thorough examination of any car. We will also give you a trial run in the car of your choice—and immediate delivery, with a FULL GUARANTEE.

If you want to exchange your present car for a different make or model, we will trade with you on a fair and square basis.

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The Quality Tires for Motorists who want the best. There are Cheaper Tires, but there are none better.

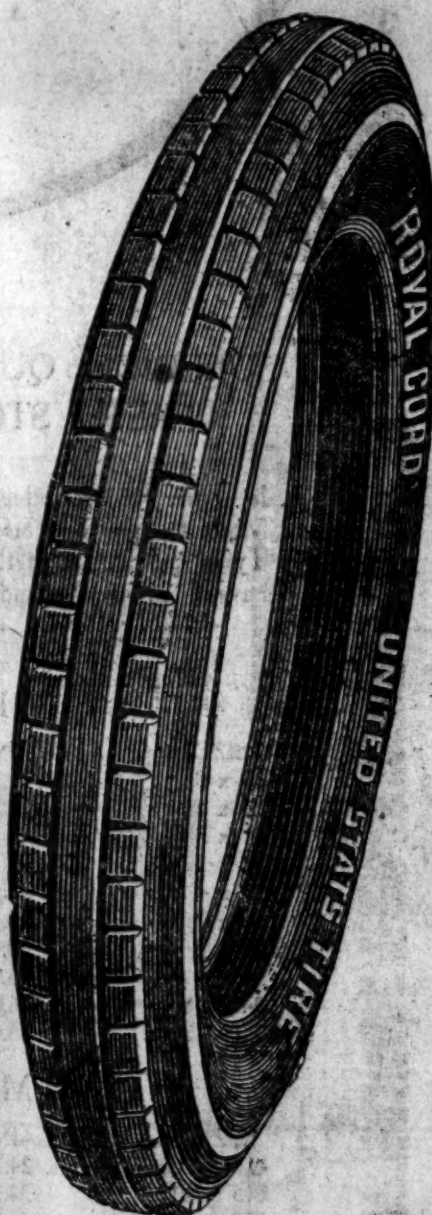
If you want a cheaper tire, we have Fabrics of the same make that are as good as money can buy.

Cord Tires in Inch Sizes only

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Garage Telephones: West 1641, 1642, 1643



How Can I Tell A Good Automobile

Economy, Appearance, Mechanical Features Important, But Dependability Is The Real Criterion Of Motor Value

Ever since automobiles first became practical there has been a constant search for a criterion of motor car value, a sound and clearly defined principle upon which to judge a motor car as an investment.

To this day the question most frequently asked regarding automobiles is: "How can I tell a good automobile?"

The answers that have been given, and are still given are almost as numerous as the inquiries.

Some say the gauge of an automobile's goodness or desirability is its appearance; others, its economy; still others, its list of specifications, its special mechanical features, the quality of its materials, the accuracy of its workmanship, its engineering excellences, its speed, its climbing ability, its responsiveness, its quietness, its flexibility, and so on.

No one will gainsay the importance of a single one of these elements, but the fact remains that they are simply elements, and the automobile chosen solely because it excels in one of these points will surely fail to render the all-around satisfaction that a man has a right to expect from his car.

An automobile that has only its beautiful appearance to recommend it belongs in a show window to be admired. Its beauty will not carry its owner an inch of the way toward home if it is stalled at the bottom of a steep hill or mired in the mud or will not start.

And of what earthly use is the most remarkable economy of gasoline if the car will not perform the tasks its owner asks of it?

Again, the man who is constantly having trouble with his car, and is often deprived of its use, can derive very slight consolation from the thought that it is equipped with the cleverest and most ingenious mechanical devices.

Engineering excellences do not atone for riding discomforts and other drawbacks. Speed is not an unmixed blessing if it is only had at the cost of constant tinkering and nursing and coaxing. Ability to climb hills loses much of its zest if there is always a doubt whether the car will start when it is needed.

No one of these can possibly be the criterion which the public has been seeking. They are only a few causes that must be combined with many others to produce a sense of satisfaction. They are only a few elements that must be properly co-ordinated with many others to make up the one quality of an automobile that can unhesitatingly be named as the real criterion of value or desirability.

THE REAL QUALITY

And that quality is dependability.

It can be stated as a truism that an automobile is valuable only to the degree that it is dependable.

In that respect a motor car is exactly like a servant or other employee. No amount of brilli-

ance in a single phase of his work can ever make the un-dependable servant worth a fraction as much as the reliable, trustworthy, dependable one.

An automobile is dependable when its owner knows that he can rely upon it to do the same things in the same way whenever he calls upon it to do them.

He knows it will start; he knows it will go, no matter how swift the going; he knows it will respond with a rush when he presses down the accelerator.

If the journey be one of 10 miles or 10 hundred he can count upon this same unchanging uniform performance, from the joyous start to the fresh, fine finish.

Every mile of those 10 or 10 hundred or 10 thousand he is serenely sure of the same sense of ease and security.

He drives his car into the garage at night knowing it will meet him with the same splendid readiness in the morning.

One characteristic that charms the owner of a dependable automobile is the train-like regularity with which it can be depended upon to keep up with a prearranged schedule on short or long distance tours.

Arrival at destination at a specified time is almost entirely and exclusively a matter of the speed at which the owner cares to drive.

CLOCKLIKE CERTAINTY

It will reel off the miles with clocklike certainty with the same never-varying, smooth steadiness at any rate he chooses, from the lowest to the highest.

It will keep on doing this not merely hour after hour, but day after day, and if need be, week after week.

It will do it without balking or finching, arriving at the destination the same cool, quiet, unfused and unfurled car as when it started.

Nothing can ever take the place of this quality of dependability as a test of an automobile's value.

And there is no better way of discovering which car possesses this quality than by watching and asking, to paraphrase the old Biblical injunction:

Observe the cars on the city streets. Notice the car that is always running and never pulling up at the curb or along the side of the road while its owner tinkers with its mechanism. Notice the car that starts promptly when the owner wants it to start and stops just as surely when he wants it to stop. Go into the garages and repair shops and learn what car gives the least trouble to its owners.

Above all, inquire of your neighbors and friends regarding their cars, emphasizing always this quality of dependability.

Your search is sure to bring you to the automobile whose makers have insisted on dependability first, last, and most of all; whose engineers have draughted dependability into the design, and whose craftsmen have incorporated dependability into every minute part of the chassis.

AUTO'S ABILITY BUYING FACTOR

Mechanical Strength, As Well As Power Of Machine, Is Considered, It Is Said

To the man about to purchase a motor car, the most important factor should be the mechanical strength and ability of the machine.

The automobile business has undergone some rather radical and rapid changes, and the classification of motor cars which existed two years ago is not correct today.

Due to conditions of the past few years many cars have not been as good as they should have been mechanically. Consequently mechanical standards need new emphasis.

Because motorcar design is now more stable, particularly as regards exterior appearance, there is an increasing tendency on the part of many buyers to purchase cars of the highest quality, with the idea of operating them over a comparatively long period of years.

Car weight is a subject which is particularly important today. Probably no other subject has been discussed as much by owners and evaded so much by manufacturers. A motor car may be either too heavy or too light. Given sufficient strength and safety, the lighter of two cars will probably provide better performance and greater

economy. Light weight is decidedly a tendency in present motorcar design. It can be achieved properly and safely by the use of hollow shafts, which in many cases are stronger even than solid ones; by aluminum alloys, forgings instead of castings, and the more skillful co-ordination of parts.

Lightness is a desirable characteristic only when combined with safety and strength. Because the processes are expensive and difficult they can not be followed safely by the majority of manufacturers.

Another moot point is the center of gravity of an automobile. Until recently it was considered impossible to combine a low center of gravity with sufficient road clearance. To be on the safe side, manufacturers went to extremes to provide clearances which would cope with the rough, deep-rutted roads which existed rather generally in this country during the early days of the industry.

This has been particularly true of the cheaper cars. Now that good roads are the common thing, the center of gravity has come down in the interest of safety, riding comfort and appearance. More recently still means have been found of co-ordinating a low gravity center with a sufficient clearance, giving all of the advantages of lowness even in long tours through districts where the good roads missionaries have been less active.

EXPRESS SERVICE BY MOTOR LORRIES PROVES A SUCCESS

Cincinnati Concern Furnishes Concrete Data On The Result Of Experiment

Concrete data on a successful motor express service is embodied in the following article. It is an accurate account of a successful motor lorry line accomplishing short hauls between cities. The movement to supplant or supplement other forms of transportation with goods transportation by motor lorries is gaining widespread favor with the result that experiments in this direction are commanding close attention everywhere.

The C. & D. Motor Delivery Company, an old established firm of general truckers in Cincinnati, Ohio, U.S.A., have been operating a motor lorry express route for two years between Cincinnati and Dayton, Ohio, a distance of 75 miles.

With this motor express they have been able to approximate railway express service with motor lorries and give to the advantages of speed and rapid delivery at terminal points which are so often lacking in rail transportation. Every step in the collection, transportation and delivery of the goods handled by this motor lorry line works on a schedule that does not vary

even by minutes, and every facility has been arranged to maintain a regularity of schedule under all conditions.

Right at the start of this service, the heads of the business decided that, to insure prompt service at both ends of the line, a regular depot must be established in both Cincinnati and Dayton. As they were already equipped with warehouse facilities in Cincinnati it was decided to use these and establish similar space in Dayton. Then it was arranged that, except in cases where a full load was consigned to a single destination, collection and delivery at both ends of the route would be handled by separate vehicles and the regular inter-city hauling equipment would be used for making the run between cities.

So the procedure at each terminal is to collect the freight with separate lorries at the warehouse and then reload it onto the lorries for the inter-city run. To the objection that this necessitates as much handling as in the case of rail transportation, the C. & D. Company replies that, admitting this, the speed gained and the service offered to customers by having regular terminals and regular schedules more than makes up both in time and saving of money for this.

The same system prevails at the intermediate stops along the way. In these smaller town and villages, the terminal has been located with some enterprising merchant who is paid for his work on a basis of the amount of goods handled, and who in some cases offers delivery and collection facilities, and in some others makes it incumbent on the shipper and consignee to deliver and care for their own goods.

The important point is that every town in the system has its fixed terminals and the lorries arrive and depart from these points at regular times, making it simple matter for a shipper to determine just when he can send his goods and just when they will arrive.

The lorries leave Cincinnati at an early hour in the morning. They are loaded at the terminal warehouse late in the afternoon of the preceding day and the loading is carefully planned in conjunction with the route sheet so that no waste time is run up in unloading at the way-stops. After being loaded the lorries are sent to the garage and jacked up to take the load off the spring. They also are gone over and given fuel, oil and waste.

When the start is made in the morning there is nothing for the driver and his helper to do but crank up and get under way. As the accompanying schedule shows, the lorries arrive in Dayton about noon and return as soon as they have unloaded and taken on a new load. The lorries cover this route on alternate days so that every second day is spent in Cincinnati on local hauls. In all, four lorries are operated but only two at one time on the inter-city run.

At present the C. & D. Motor Delivery Company is operating four G.M.C. lorries of two-ton capacity. They plan to add a five-ton G.M.C. to replace one of the two-ton lorries.

There are no restriction as to

character of load, except for safety. While a larger number of heavy and bulk loads have been carried over the route, much of the business has been in package goods.

The transportation company uses a standard form of bill of lading and handles its own receipt system much as an express company would.

Package goods on all trips is insured against fire and collision under a blanket policy. It has not been found necessary to insure against theft. The policy is based on an average value for all loads to one cwt., this being the average weight of each individual consignment. The rate of compensation for losses is 2 shillings a pound. In this way it is not necessary to write a special policy for each load and the law of average will tend to protect the carrier fully over a period of years.

The inter-city delivery business has been profitable to the C. & D. Company. In arranging the schedule of prices per hundredweight, the company based their calculations on their costs and while the rates were a trifle in excess of those charged by railways, the difference in price has never been a serious handicap as the promptness of the deliveries and the additional facilities for handling shipments more than make up for the slight variation.

When a stud has become frozen in place remove it by screwing on two nuts and turning the lower one with a wrench. The upper nut acts as a lock and permits the lower one to pull the stud around.

Gasoline Gus was making a fuss
With his driver, because of the fact
That his car, although clean,
Had lost all its sheen
And the leather looked dried up and cracked.

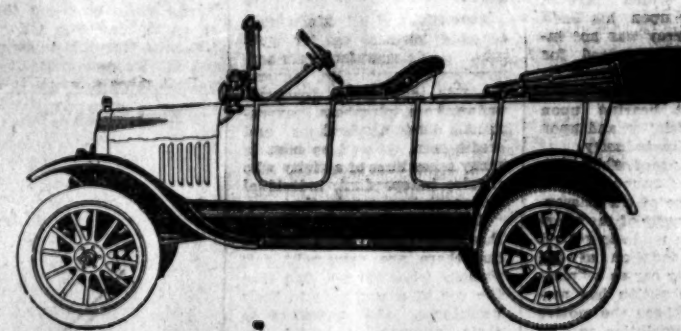
Then Courteous Koo said, "my fikus, can do;"
"Go Central Garage talkee boss."
He returned in a minute
With a package, and in it
Was a bottle of our "Super Glos."

Koo helped to apply it, then Gus had to try it;
Together they did it up fine.
Now his car looks like new
Yours can look that way too,
For "Super Glos" works every time.

9 HONGKONG ROAD
CENTRAL 6001



The Ford Touring Car



A WARNING

Some imitation Ford Parts are being sold in Shanghai. We wish to give Ford owners the following comparative analysis, showing the relative value of the material:

	Genuine Ford Axle Shaft	Counterfeit Axle Shaft
Composition	Chrome Vanadium Steel	Carbon steel
Tensile strength	170,000 lbs. per square inch	45,000 lbs. per square inch
Elastic limit	150,000 lbs. per square inch	40,000 lbs. per square inch
Reduction of area	55%	50%
Hardness	320	100

Difference in the market price of Vanadium and Carbon Steel	7c. per lb.
Cost of heat-treating Vanadium Steel	2c. per lb.
Extra cost in machining Vanadium Steel	1c. per lb.
Total	10c. per lb.

The life of imitation parts is about one-third that of Genuine Ford Parts.

FORD PRICES

SEDAN	Tls. 1935	COUPELET	Tls. 1800
TOURING	1260	TRUCK	1220

Equipped with electric lights and starter except the truck.

The low-priced, well-built automobile is to-day looked upon as a chief means of quick transportation. It is needed and appreciated. The Ford meets all the requirements of an economical runabout for business or pleasure. The Ford is recognized as the "GEM of the ROAD"

HUDFORD GARAGE

Cent. 322 89-91 Rue Montauban Cent. 5087

Ford Producing 4,000 Cars A Day

Present Production Greater Than for Same Period Last Year

Ford is building cars at full speed. And, according to an official statement from the factory at Detroit, the demand for Ford cars and trucks still exceeds the output, despite the fact that a new high level of production has been reached.

By the first of May the figures representing daily production were in the neighborhood of 4,000 a day, so the May schedule was set at 101,125 cars and trucks, not including the output of the Ford Canadian plant or any of the foreign assembling plants. The out-put mounted daily; May 13 brought forth 4092, the greatest number that have been produced in one day so far this year. Since the

month has 25 working days, present indications point to a new high record.

A comparison of Ford production figures for 1920 and 1921 discloses the fact that for April, 1921 the output was greater by 34,514 than for the corresponding month of a year ago. The output for May, 1921 will probably overshadow May, 1920 by between fifteen and twenty thousand cars and trucks.

Approximately 43,000 men are at work in the Detroit plant of the Ford Motor Company. The factory is operating on full time, six days a week and three shifts a day.

"We were never in a better condition than we are right now," said Henry Ford recently.

CAR COMPARED TO LOCOMOTIVE

A new comparison between the automobile and other units of transportation has been cited by J. S. McFarland, vice-president of the Cole Motors, Inc., distributor of the Cole Aero Eight in California, Nevada and Hawaii in emphasizing the tremendous advance in construction of the modern automobile. McFarland compares the modern automobile to the plant locomotive and not particularly to the advantage of the latter.

"Compare the modern locomotive to the modern automobile," says McFarland. "Consider the service given by motor cars that are used on long stage routes. It is nothing for an automobile to travel 20,000 or 30,000 miles on a stage route,

always loaded to capacity with passengers and baggage, without any or only slight overhauling. I know of a Cole Aero Eight that is used on a long stage route that recently traveled 21,000 miles before even the carbon was removed from the engine; in fact, that was the only expense charged to the car in that time outside of gasoline, oil and tires.

"Imagine what would happen to a railroad locomotive kept on the rails for 21,000 miles without getting into the roundhouse for an overhauling. It just couldn't be done. The Twentieth Century Limited, for instance, changes engines seven times on its hurried trip from Chicago to New York. Each fresh engine runs only the distance between divisional points, about 100 miles, without overhauling."

Shanghai Horse Bazaar & Motor Garage

DISTRIBUTORS



The 'Pleasure Car' Delusion

It is probable that the day of the pleasure car will never come. There is, however, a distinct propensity nowadays to interpret "pleasure" in terms of convenience, time-saving and comfort in transacting business, rather than in terms of mere luxury and indulgence.

This change in public automobile psychology has followed a natural and evolutionary course. When the automobile was a curiosity, clumsy in construction, difficult of operation, and expensive of maintenance, there was justification for regarding it as a luxury only, and it was so regarded.

With the development of modern production systems, however, a high degree of mechanical excellence has been attained, with concurrent improvements in the matter of reliability and economy.

A great factor of the modern type, completing a car 200,000 cars per year, is able to offer them to the public at a price which is within the reach of all, and yet to maintain an increasingly high standard of quality as reflected by performance. This change has naturally led to great increase in the number of car owners, and every person who has experienced not only the pleasure of motoring, but also the satisfaction of saving time heretofore uselessly expended, and of accomplishing more work and husbanding valuable energy, will not be satisfied without a car.

Thus, today the appeal is utilitarian. The prospective motor car owner no longer asks himself: "Can I afford to have a car?" but "Can I afford to deprive myself of a car?"

A survey conducted by the Automobile Chamber of Commerce of the United States reveals some pertinent and interesting facts relative to the use of passenger automobiles in business. Questionnaires were sent out to automobile license-holders in a group of selected states, and the replies represent a fair cross-section of public opinion.

Every motor car dealer and salesman has a very real interest in the facts disclosed by this survey because they prove certain things which have a direct bearing upon his business. This survey was not inspired by a mere greed for statistics, but by the desire to secure indisputable facts which have a direct bearing upon sales, upon legislation and upon financing of the industry.

Despite the proof which has been adduced frequently as to the business use of the passenger car and in spite of the effort which has been made to get rid of the old conception of the motor passenger car as a "pleasure" car, the notion has persisted and has been the motive behind some legislation as well as the excuse of some bankers for treating this industry differently than others.

To controvert, once and for all, this "pleasure" car de-

lusion, this survey has been undertaken and carried through. There is no getting past the testimony of the owners of passenger cars in ten states as to the use they make of their automobiles and the business value which they get thereby.

Here are some of the facts established:

More than 6,800,000 men added 57 percent to their productive efficiency during the past year through ownership of passenger cars.

More than 2,300,000 families have found it possible to live in the suburbs or otherwise improve their home surroundings.

Ninety percent of all passenger cars are used in whole or in part for business purposes.

Sixty percent of the average car mileage and 78 percent of the farmer car mileage is for business.

Thirty-four percent of average mileage is instead of trolley or railroad, or where there is no other means of communication.

Fifty-seven percent is added to the output of the average car owner through the use of the automobile, and the farmer adds 68 percent to his efficiency.

Sixty-two percent of the car owners report that they use their motor vehicles instead of traveling by rail or electric lines. More than one-third of the total automobile mileage is used in this way.

These facts are of value because they prove the utility of the motor car and justify its purchase on the grounds of increased efficiency. They indicate also the sure place which the automobile has won in our modern every-day life, and point to the economic gain which it has made possible.

It is a notable fact that 40 percent of the bankers who answered report the automobile a help in their business. While farmers rank highest in business use of their cars, there are many other classes and professions which show a great need for it. Included in these are physicians, salesmen, contractors, real estate dealers and insurance men. In all of these lines the possession of a car is almost always an absolute necessity for proper conduct of their business.

Executives of all kinds find constant business use for their cars. So do manufacturers and merchants, architects, superintendents, clergymen, teachers, undertakers, plumbers, government officials, brokers and credit men, as well as men in many other lines of activity who require independent, individual transportation constantly.

At the present time, more than any other, it is evident that there are extremely few persons who will not find that the use of a car adds to their usefulness, and therefore to their prosperity. While the element of pleasure in the ownership of a motor car is an additional inducement to the buyer, the element of utility is of more fundamental interest.

on Good Friday, and a halt of two hours was called for the purpose of resting and going over the car thoroughly. At the end of this time the journey was resumed.

For the next 15 kilometers the road was fairly good, but from there on it was necessary to drive between hills and mountains to "El Encero." From here to Cerro Jordo, the National Highway, which was a route of considerable traffic before the extension of the interoceanic railway, is now in a state of partial disintegration.

The party ended this stage of the trip at Rinconada, where they spent the night in the headquarters of the garrison stationed there. Setting out Saturday morning on the final leg of the journey, they passed Puente Nacional, Paso de Ovejas and Santa Fe without unusual difficulty. Several small rivers had to be crossed by means of insecure and feeble bridges.

Between Santa Fe and Vergara one of the most difficult bits of road was encountered, on account of the great quantities of loose and shifting sand. It may be noted that this is the first time a motor car has gone through this stretch of road without being pulled by a team of mules. Of this part of the trip Mr. Leishman says:

"We had great sand dunes to straddle between Santa Fe and Vergara. Climbing through axle-deep sand for hours brought us to the Vera Cruz beach, and it would take a better pen than mine to describe our feelings when we reached our goal."

The intense interest displayed in this journey by the Mexican press indicates that the Mexicans are potential automobile enthusiasts, and it is a matter of regret that the period of political chaos through which the country has passed has prevented the authorities giving to the question of road-building and maintenance even a fraction of the consideration which it merits. Undoubtedly, if there were fairly good roads connecting the important towns and cities, Mexicans could easily be induced to adopt the automobile as a means of transportation, and motoring might be enjoyed in other than the limited area of the streets of the capital city and Chapultepec Park.

Mr. Leishman attributes the success of the trip to his car. He says:

"To travel over 300 miles, always considered impossible even for a two-wheeled cart, without a single mishap; to see it burr its way over the white sand and then rear up on its hind feet and roll over without a murmur; to swim rivers and fly through gaps of cliffs—well, it takes a Buick to do it."

Chevrolet Completes First Non-Stop Test Held In The Philippine Islands

The Philippine Islands represent one of the greatest trading centers of the Far East, and there are no figures which give a better idea of the approximate wealth and commercial growth of the country than do the export and import figures. According to the latest available figures, we find that during the year of 1919 the Philippines exported \$113,118,000 worth of goods, and imported \$107,774,000, showing a favorable trade balance of approximately \$5,000,000. These figures are more impressive when we consider that in 1915, four years previous, the exports amounted to but \$50,915,061 and the imports \$44,479,816. This increase has been gradual and substantial and shows a healthy economic growth.

It is particularly interesting to know that the automobile business has progressed with the times, and for the fiscal year ending June 30, 1920, there were in the Philippines approximately 7,125 motor vehicles, or about one car for every 1,450 persons, as compared to less than 1,000 vehicles in 1915.

A number of interesting racing and fuel consumption contests have been held in the islands, but recently a Chevrolet "490" undertook the first non-stop endurance test held there. It was an 144 hour non-stop engine test, and was held entirely within the city limits of Manila.

The test started on the eleventh of the month, and continued until the afternoon of the seventeenth. It was difficult to secure experienced drivers and two of the three chauffeurs used had to be taught to drive before the test was started. During the day the drivers reported to the Chevrolet distributor at Manila, and at night they reported their progress to the General Motors representative by driving past his house, and signalling with the horn. The only halts were for petrol, oil and changing of tires, who worked in four-hour shifts. The total running time was 139 1/2 hours, and the total engine running time 144 hours.

The distance covered was 1,857 kilometers, which, considering the city traffic, is an excellent record, and the total petrol consumption was 89 gallons (American). The engine did not stop during the entire run, and in fact functioned with increasing smoothness as the test progressed.

IN QUALITY AND TYRE SERVICE WE LEAD—OTHERS FOLLOW

YOU will receive intelligent and conscientious service at our master tyre service station.

Today and all other days you should ride on Pennsylvania vacuum cups.

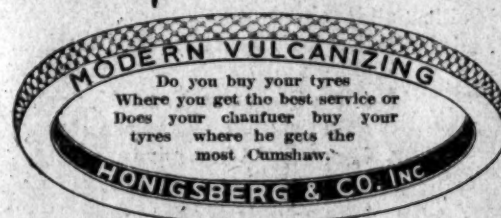
Get into the "Classy" Crowd—Buy Pennsylvania's!

Have style to your motor car as well as to yourself.

We'll dress up your tyres.

If you have never visited us, delay no longer, see what a great feeling of security you have after trying out the service we give.

H. S. Honigsberg & Co., Inc.



Manager, Tyre Department.

Mexico City To The Sea By Automobile

From Mexico City to Vera Cruz in a motor car is the feat recently accomplished by Mr. M. S. Leishman, a motor enthusiast of the Mexican capital. This is the first time that an automobile has made the perilous journey from Mexico City, which is 7,500 feet above sea level, to the port of Vera Cruz, on the Gulf of Mexico. Even higher altitudes than this are reached along the route before the final descent is made to complete the 320 mile trip.

This achievement is especially worthy of notice for the reason that motoring is still in its infancy in the Mexican Republic. Due to the constantly disturbed political conditions of the last few years, as well as to the lack of any roads worthy of the name, automobile has been confined almost exclusively to the capital and its environs.

In company with two Mexican gentlemen and a mechanic Mr. Leishman left Mexico City for Puebla the afternoon of March 22, driving a standard Buick touring car. The road to Puebla, although atrocious as a highway for motor cars, proved to be a veritable boulevard when regarded in the light of their later experiences, and they at least had time to enjoy the beautiful scenery and pure air.

Just before reaching Puebla they encountered a place bearing the graphic name of "El Atascadero," meaning "a place where there is deep mire," and no member of the party felt disposed to disagree with this apt characterization. By making a detour they could have avoided "El Atascadero" altogether; instead they deliberately drove through it for the purpose of testing the power of their Buick, and the result was that the car carried them through with apparent ease. They arrived at Puebla that evening without mishap.

The trip was resumed the following morning, the party following the road which runs through Acapulco and San Marcos to Perote and Jalapa. Between Puebla and Acapulco the road is in about the same condition as between Mexico City and Puebla, so this stage of the journey was accomplished without abnormal difficulty and at moderate speed.

Real hardships were encountered between San Marcos and Hacienda de Tepeyahualco, the latter famous for its fighting bulls. Here the road was in terrible condition, and the Buick could travel only with difficulty in first speed. Several times the occupants were obliged to get out and help the car over obstacles of every description.

At a point known as "El Molino," a short distance beyond Perote, they were fortunate enough to find a farm using motor tractors, and were able to replenish their supply of petrol, which had become sadly depleted on account of their extraordinary demands made upon the engine.

After spending the night at Las Vigas, where they were hospitably received by the owner of a villa, they set out for Jalapa, and soon found the road, which is the Old National Highway, was fast becoming impassable. Of this part of the trip Mr. Leishman says:

"I really did not think that I should be able to make it. I had received the most discouraging reports about the road, especially about the part from Las Vigas to Banderilla. But we pushed on. My own men lost faith, but we did not turn back. On the 25th of March we made 17 miles in 6 hours from Cruz Verde to Banderilla, working with pick and shovel to overcome what seemed to be impassable sections of the old post road. We had to come 3,000 feet down the side of the Perote Mountains."

Jalapa was reached at midday



MOTOR CAR INSURANCE—ALL RISKS

C. E. SPARKE, 44 Kiangse Road—Tel. C. 54

Agents:—EXCESS INSURANCE Co., Ltd.; Assets £2,000,000.



China Press Sports



SHANGHAI, SUNDAY, JULY 24, 1921

CLOSE SCORES MARK LEAGUE CRICKET GAMES

Machine Gunners Win By Lone Run From "B" Team; "A" Eleven On Top

RECS LOSE BY FOUR

Wodehouse Of Cricket Club Hits 70; Baker, New Man, Makes 50

Played on the ground of the B.C.C. the match between the "Emma Gs" and the B.C.C. "B" XI provided an exciting finish, the gunners winning by the small margin of one run. Batting first they opened with Leach and Piercey, who started cautiously, against the bowling of O'Hara and Hansell. A strong wind blowing "up and down" the pitch made bowling against it hard work and a first O'Hara's high delivery resulted in frequent hits to leg, the wind taking the ball across. Leach bowled for 14 by Hansell did not fulfil his early promise of a large score, but it was a good one from Hansell that sent him back. With the score at 26 for 2, Hayward and Baker, making his debut in Shanghai cricket, together, and the score was speedily taken to 140 before Baker, just completing his half-century, put one into the safe hands of Muriel, who also brought about Hayward's dismissal when he had scored 53. Baker's fifty included seven fours and two sixes—one six a beautiful overhead drive against the wind, putting a half volley from O'Hara over the screen. Dropped catches told their own tale, Baker being missed when in the teens, and Hayward given two lives, on the wicket and one at square leg. When the two top scorers were dismissed, rather a rest was taken, four wickets fell for 1 run. Wallace being mainly responsible for the delay. Newman, with two not out held the fort until 16 runs were on the board. The wicket played badly, kicking badly at one end, but Hansell took 4 for 32 and Wallace 3 for 17. The Doctor bearing the brunt of the attack, bowling 14 over taking 5 wickets at a cost of 21 runs each.

The club replied with 161 thanks mainly to 70 from Wodehouse, a careful twenty from Pearson, and an invaluable 2 from Thomson, who going in at a critical time, played a steady innings, his square cutting being quite a feature. Rawsthorne again took part in a close finish and collected 14 before he unfortunately was run out. Wodehouse hit lustily and his 70 included 13 fours and 2 sixes—his being run out coming rather unfortunately for the club. Leach and Duthoit did the most of the bowling, the former's analysis showing 3 for 56, while Duthoit captured 3 for 53.

Scores and analysis:
M.C.C.
Leach, b. Hansell 14
Piercey, b. O'Hara 9
Middleton, c. Brook, b. Wallace 6
Hayward, c. Muriel, b. Wallace 53
Baker, c. Muriel, b. O'Hara 50
White, b. Wallace 0
Duthoit, c. Brook, b. Hansell 0
Murphy, c. Pearson, b. O'Hara 0
Newman, not out 10
Goldman, b. Hansell 0
Tomlinson, b. Hansell 0
Extras 12
Total 162

Bowling Analysis
O. M. R. W.
O'Hara 14 1 63 2
Rawsthorne 4 7 0
Hansell 10 32 4
Robertson 2 20 0
Wallace 8 17 3
Wodehouse 1 17 3
Extras 14

"B" TEAM
Robertson, b. w. Leach 9
Hansell, b. Duthoit 0
Muriel, c. and b. Duthoit 0
Wodehouse, run out 70
Pearson, c. and b. Baker 20
Brook, c. Leach, b. Baker 0
O'Hara, c. Leach, b. Baker 0
Thomson, c. and b. Leach 25
Leach, b. w. Duthoit 1
Rawsthorne, run out 14
Wodehouse, not out 4
Extras 14
Total 161

Bowling Analysis
O. M. R. W.
Leach 17 3 56 3
Duthoit 14 1 53 3
Piercey 5 1 26 0
Baker 4 0 12 2
Extras 14

RECS IN CLOSE GAME
The Recs match against the B.C.C. "A" team also provided its thrills. The club just winning by 4 runs, after a very confident start. The Recs batting first, scored 143, thanks to 58 from (Continued on Page 2)

SPORT AND STAGE BY DOMINO

Heavenly Aida, beauty resplendent. Radiant flower, blooming and bright; Queerly thou reignest o'er me transcendent. Bathing my spirit in beauty's light.

Would that thy bright skies once more beholding, Breathing the soft airs of thy native land, Round thy fair brow a diadem folding, Thine were a throne next the sun to stand.

"We hope to go to New York, to Washington, to Philadelphia, to Chicago and to San Francisco. We hope the American public will like us in these cities as much as their brothers and sisters have liked us as far away from home as Shanghai and Manila."

It is both fortunate and unfortunate that "It is an ill wind that blows nobody any good." Practically every member of the Russian Grand Opera Company was in times past the favored idol of a Russian public. But the ill wind of a war, and the bitter uprush of revolt sent these singers hurrying and scurrying away from the scenes of tears and sorrow to those places where laughter and song could still be appreciated.

That is why the finest vocalists that Russia has produced are now so far away from their "homeland," their Warsaw, their Moscow and their Kazan. That is why the Volga still rolls its way to the sea, but without the accompaniment of delightful melodies and that is why Shanghai now houses players who were once the honored guests of Tsars and Emperors.

But it is a long lane that has no turning, and after a journey of nearly five years through the Road of Trial it really looks as if the turning to the right will bring again the wealth and appreciation that these singers of the Russian Grand Opera Company deserve. In a month or so they will all be in America. A

attempt and the jack had a kiss by factor and wandered into the midst of six Recs woods. A great shot Tommy, and one which the result justified.

VICTORY IS POPULAR
The victory was very popular and although no Recreation players were present to reply, a call to cheers by O. Crewe Read was warmly responded to by all present.

SCORES
R. C. Aitkenhead J. Ross Young (skip) (skip)
D. Smith P. B. Critchley (skip)
J. Watson J. Marshgreen (skip)
G. Gray 15 S. Chilver 16
A. Malcolm O. Crewe Read (skip)
H. S. Smyth J. Sheridan (skip)
R. Feden C. M. Bain (skip)
C. Johnston 15 J. Munro 27
C. Richards G. Manwaring (skip)
A. C. Hayton A. Eek (skip)
R. Brown T. Veitch (skip)
A. Sharp 12 C. Anner 17
A. Macgregor R. J. Bowerman (skip)
G. A. Millar S. Marks (skip)
D. McKenzie J. Ambrose (skip)
G. Bloom 21 O. Thompson 20
G. B. Stormes T. Poignand (skip)
A. E. Hayward O. Ackerman (skip)
J. O. Barnes J. Wheeler (skip)
E. M. Smith 20 N. David 26
T. Spring J. MacDougall (skip)
A. Brail T. Harborne (skip)
W. Davies A. McAllum (skip)
A. Raitt 20 W. J. Davidson 17
J. Shaw A. D. Ball (skip)
R. Phillips J. Buckley (skip)
A. J. Brown H. Manwaring (skip)
H. Lander 18 W. Ogden 9
D. McAllister G. Dunlop (skip)
W. Featherstonhaugh (skip)
F. Bridger J. Dewar (skip)
J. Brewer 12 R. Simmons 28

Today the Juniors meet the Club and a good game should result. Commence 2:45 p.m. Sharp.

Hot weather, such as we are at present experiencing, is not conducive to theater-going, and yet night after night the Lyceum Theater has been the scene of extraordinary enthusiasm. It is seldom that one finds an audience at the end of a performance—especially when it is well after midnight—standing in and on their seats loudly demanding that the players come before the curtain so that the playgoers may by the mightiness of their applause show how thoroughly they have delighted in the splendid singing of each and every member of the company.

The usual thing is to find a crowded house got restless, looking for coats, cloaks, hats, gloves, powder puff, etc., etc., when the finale is betokened. Not so with the patrons of the Russian Opera Company. It is as if the time let it be midnight or midday—let it be early or late—time was made for anyone except men and women who would express their appreciation. Let the curtain go up again and again; let the players come forth; let our throats be dry with shouting our bravo; and let our hand blister with the vigor of our clapping—those players deserve it all, for never has the like singing been heard in the Far East, and never has opera after opera been so faithfully interpreted. Good! It is a long lane that leads to New York but there it is certain that the Russian Opera Company will make the turning that will lead to success.

I was having a long chat with Mr. Berenshok, who has recently returned from Vladivostok with an additional 18 artists, and he had many things to say about the past, present and future of the Russian Opera Company. I don't fancy from what he said that either he or his fellows had much sympathy for the Bolsheviks. Practically every member of the company now at the Lyceum at one time or other was the favored guest of the Czar, or some high potentate—and better still the idol of an appreciative public. War with its terrors has no appeal for songsters, and yet when the call came from the

McMICHAEL'S FOUR WINS THE BYDAND POLO CUP IN CLEAN, CLASSY PLAY BY 2 TO 1

"A" Team Captures Series By Three Wins Through Strong Field In Elimination Contest

Capt. E. H. McMichael's "A" four yesterday won the Bydand Challenge Polo Cup, by a score of 2 to 1. Both of the goals scored by the winning team were knocked through by Captain McMichael himself. Mr. N. W. Hickling, for the opposing "D" team scored the only tally of the losing four.

The play yesterday was clean, and fast and strong. The "D" segregation, consisting of Messrs. N. W. Hickling, W. G. Crokan, J. P. B. Eastwood and H. S. Lindsay, did most of the pressing for goals but their shooting was all around the goal, instead of true and straight through the bars. Capt. McMichael's team, composed of himself, Dr. C. N. Davis, L. R. Andrews, and O. S. B. Rowe, deserved the win.

The first goal was scored in the first chukker, giving the "A" team the 1-0 lead. In the second chukker Mr. Hickling drove one through for a goal for his team, tying the score at 1-1. The third period saw Mr. McMichael again scoring for his team, and the count raised in favor of the "A" team by 2-1. The final chukker was without count. Mr. Eastwood, toward the last minutes of the fourth chukker was hurt during a scrimmage, but after a little patching up resumed play to the finish. An extra minute was added to the last period as equally for a foul but no score was marked up for either team and the match and the competition for the cup was ended by the score of 2-1.

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Mr. McMichael's "A" team went through the Bydand Challenge Cup play without defeat, commencing last Tuesday the team won over the "C" team, composed of Messrs. Fearon, Brennan, Springfield and Grieg, in that game Mr. McMichael scored two of the three goals for his team. Mr. Andrews scoring the third goal. The match was won by "A" by the score of 3 to 2.

The second match on Tuesday between "B" Messrs. Robinson, Billingham, David and Toop, and "D" saw "D" qualifying for the semi-finals, by beating the "B" four by the count of 3 to 2. Mr. David of the "B" team scored one goal in each of the first and second chukkers. Mr. Lindsay scored one in the first and two in the third chukkers or his "D" four. The fourth chukker was scoreless, leaving the total at "D" 3, and "B" 2.

The draw for the semi-finals elected the "A" team captain, led by Mr. McMichael to oppose the bye team, or "E" group, composed of Messrs. Boyd, E. S. B. Lowe, Liddell and Hine. It was the second participation of the "A" team in the cup play. The score resulted "A" 4, "E" 3. McMichael scored one in the first and two in the third chukkers and Mr. Davis added another in the fourth. Mr. Liddell in the second chukker, Mr. Hine in the third and Mr. Rowe in the fourth contributed the scoring for the "E" team.

Polo from now until the latter part of the first week in August will be confined to club matches. Within the next two weeks the "Wanderers" from North China, will be in Shanghai for the first of the season's interplay, and from then until early in September club matches will feature the play after which the local team will visit Hongkong to defend the Keswick cup which the Shanghai Polo Club now holds.

AUSTRALIANS WIN OVER YORKSHIRE BY MARGIN OF 175

Rhodes Takes Three Of Visitors' Wickets For 12 Runs; Is Nearly Draw

Plenty Of Action In This Photography



A remarkable photograph of Miss E. Colyer, seventeen-year-old British tennis star, made during the first grass court meeting of the season at Roehampton, England. Miss Colyer has leaped high in the air to make an over-hand stroke.

Ninth Cavalry Ball Team Beats 15th Infantry Men In First Game At Tientsin

The first appearance of the Ninth Cavalry Baseball team in the Tientsin baseball tourney saw the Ninth win over the 15th Infantry nine by the score of 7 to 1. The game as reported by the Tientsin press, was ragged. Six errors were charged to each team. The next day of the tourney was to see the Cavalry nine matched up with the Osaka Diamond team. Tientsin fans are watching closely for the games.

YESTERDAY'S BOX SCORE:

	AB	R	H	PO	A	E
Parker 2b	5	0	0	1	4	2
Savage 1b	2	1	0	0	0	0
Jordan cf	3	2	1	2	0	0
Martin 1b	3	0	1	2	0	0
Evans 3b	4	0	0	0	0	0
Roller ss	4	1	2	1	2	1
Trull c	1	3	10	1	1	1
Lampkins rf	4	0	1	1	0	0
Miller p	4	0	0	0	3	0
Totals	33	7	9	27	11	6

15TH INFANTRY

	AB	R	H	PO	A	E
Miller cf 2b	2	0	1	1	3	1
Miller c 3b	3	0	0	1	3	1
Hutto cf	3	1	0	2	0	0
Madge 1b	3	0	0	1	0	0
Hame rf	4	0	1	0	0	1
Brice lf	4	0	1	1	0	1
McMunn 2b	3	0	1	1	4	0
Hinckley c	3	0	0	2	1	1
Hutchinson p	3	0	0	0	6	0
Cunningham *	1	0	0	0	0	0
Totals	29	1	3	27	16	6

*Batted for McMunn in the 9th. Summaries: Struck out; by Hutchinson, 2, by Miller, 9. Bases on balls: Off Miller 1. Double play: Miller to Madge. Three base hit: Trull. Umpires: Gackstetter and Taber.

CANADIANS WILL PLAY AUSTRALIA FOR DAVIS CUP

Team is Chosen To Play In First Round Of Great Tennis Tourney

(Reuter's Service)
Toronto, July 22.—Bennet and Holmes (Winnipeg), La Frambois (Montreal) and Milne (Vancouver), will represent Canada against Australia in the first round of the Davis Cup lawn-tennis competition on Saturday.

SHANGHAI WINS FROM SAILORS BY 7-2 SCORE

Landsmen Defeat Nine From U.S.S. Wilmington; Navy Pitchers Wild

JAPANESE PLAY TODAY

Picked Team Meeting 'Shai This Afternoon; Game At 4 O'clock

TODAY'S LINEUP

Shanghai	Japanese
Rosser RF	Kiuchi, P
Shis SS	Yoshida LF
Wilhoit 1B	Oshima CF
Smith CF	Sakurai P
Maloney P	Ito 1B
Pruitt LF	Kawasaki 3B
Hendrickson 3B	Hidaka C
Crow 3B	Kawasaki RF
Hoag C	Moriyama SS
Terry P	Maki P
Arlt P	Nakaishima P
	Tajiri, Field
	Araki, field.

Today's game is called for 4 p.m. Capt. Wilhoit has issued a call for all ball-players to be at the club's dressing rooms tomorrow (Monday) evening at 5:30 o'clock to hear a discussion on a most important baseball subject.

Notwithstanding the fact that the Little Gunboat Wilmington outbatted the Shanghai Baseball club in their game yesterday afternoon by 10 to 6, they were defeated by the score of 7 to 2. The difference in play which counteracted the difference in hitting was in the matter of pitching. The Navy twirlers gave eleven free passes, while Dennison for the locals gave none.

The Wilmington men got to Dennison as perhaps no other visiting team yet has done. At times the Standard Oil man was badly situated, but by his own cool head work and self control, together with the clean support of his team-mates he pulled himself out for an easy win.

The seventh inning, always lucky for the nine at the short end of the score started off with three clean singles and a batter hit by a pitched ball. Dennison showed himself a pitcher possessed of courage and confidence in that pinch. He got himself out with but a single score. Aside from that seventh inning threat and the run in the first earned on two clean hits, Shanghai was never worried by the navy attack.

The score, however, does not indicate the real worth and ability of the Wilmington nine. The gunboat put out a team that really was strong. They fielded well and true; they batted hard and consistently; they had a wealth of effective pitchers, and they knew when to change them in and out. Shanghai's first two runs were easily earned on bona fide hitting. The four tallies in the fifth grew out of three passes, a fielder's choice and a pair of singles. Pricke was pitching good ball, but couldn't control his out-curve. The Shanghai players found it profitable to wait him out for walks. The passes with safeties interspersed counted on the runs. When Lance came in in the sixth Shanghai's scoring was practically finished. He had control and support and all that goes to win.

This afternoon the local team will meet the Shanghai Japanese Baseball Club at 4 o'clock. The Japanese team has been selected from the seven best teams playing at Hongkong park this year. They are expected to put on a game that will tax the best efforts of Captain Wilhoit's nine.

Yesterday's box score follows:

	AB	R	H	PO	A	E
SHANGHAI	34	7	9	27	11	6
WILMINGTON	40	10	16	0	0	0
Snyder lf	4	0	1	0	0	0
Welch ss	4	1	3	0	0	0
Wicks p	2	0	0	1	2	1
Lance p	2	0	0	0	0	0
Hudson 1b	4	1	2	1	0	0
Varwood 2b	4	0	2	0	1	0
Blaney cf	4	0	1	3	0	0
Blaney cf	3	0	1	1	0	0
McNown 3b	3	0	0	0	0	0
Wilhoit rf	3	0	0	0	0	0
Novak c	2	0	0	1	0	0

Totals 34 7 9 27 11 6
WILMINGTON AB R H PO A E
Snyder lf 4 0 1 0 0 0
Welch ss 4 1 3 0 0 0
Wicks p 2 0 0 1 2 1
Lance p 2 0 0 0 0 0
Hudson 1b 4 1 2 1 0 0
Varwood 2b 4 0 2 0 1 0
Blaney cf 4 0 1 3 0 0
Blaney cf 3 0 1 1 0 0
McNown 3b 3 0 0 0 0 0
Wilhoit rf 3 0 0 0 0 0
Novak c 2 0 0 1 0 0

Wells c 0 0 0 1 1 0
Robertson c 1 2 0 3 0 1

Totals 38 210 27 15 2
By Innings.

SHANGHAI
From 2000 400 0 1-2
Hits 300 0 2 0 0 1-6
WILMINGTON
From 1000 0 1 0 0-2
Hits 20 1 0 1 2 0 1-10
Summary: Earned runs—Shanghai 7, Navy 2. First base on errors—Shanghai 3, Navy 9. Left on base—Shanghai 11, Navy 2. Two base hits—Smith, Snyder. Struck out—Fitzgerald 2, by Lacey 3, by Denington 2. Base on balls—Off Fritzsche 7, off Lacey 4. Hits—Off Fritzsche 5, Lacey 3, Denington 1, 4 Innings. Stolen bases—Maloney 2, Willett 2. Fritzsche, Welch, Yarwood—Double plays—Fritzsche to Bliss, Passed ball—Norval 2. Hit by pitcher—Nelson.

Sport And Stage

(Continued from Page 1)
Fatherland all were ready to take arms, and those whose arms were weak but whose courage and voices were strong, went into the camps, often high upon the hillsides, and gave inspiration to the warriors by singing the national songs that aroused the cheer; the lullabies that called for the tear; the love songs that sent men to glory with desire.

In chatting over the different operas that the company has already appeared in here so successfully, Mr. Heresnikoff told me that without doubt "Aida" was the most popular. We, who have heard it, can quite understand its premier position among great works. Recently the company gave a wonderful rendering of the opera, but the part of "Aida" was taken by a lady who has won world-wide fame as a vocalist. Usually the part is taken by the company's dramatic soprano, Miss Guseva, but owing to difficulties the well known singer had to remain behind while the company left Java, and there at the present moment but she will join the company again when it opens at the Imperial Theater, Tokyo. It is interesting to note that when the tourists sail for America after a month's stay in Japan, they will number about 150 singers and instrumentalists.

THIS WEEK'S OPERAS
Owing to the extreme heat the singers will play only three times during the coming week—on Tuesday, Thursday and Saturday. On Tuesday "La Tosca" will be repeated. The opera calls to mind one of the most ambitious as well as successful amateur productions ever seen in Shanghai. Some years ago, and I think it was at the Olympic Theater, a band of amateurs presented "La Tosca" in a crowded house. One portrait stands out as clear today as it was impressive then. I refer to the splendid "La Tosca" of Mrs. Tagman. Messrs. Wilhelm Meyer and Spelman were also successful in the piece.

On Thursday the Opera Company will give "Tales of Hoffman." This is an opera in three acts. The text is by Jules Barbier and the music by Offenbach. It was first performed in Paris in 1881, and in America in the following year. It has always been a success wherever it has been performed, although it was banned in Germany for many years after the disastrous fire at the Ring Theater in Vienna which occurred during the production of the opera at that house. "The Night of Love" is one of the most popular numbers of Offenbach's work. It is given as a duet in the Venetian Scene and afterwards as an instrumental interlude. It is one of the best known examples of the barcarole. The music in 6-8 time, portraying admirably the swaying of a boat under the direction of a gondolier, and its dreamy melancholic success the calm of a perfect moonlight night.

O NIGHT OF LOVE
Beautiful night, O night of love
Softly upon our enchantment
Tender night, with stars above
O beautiful night of love!
Moonlight time doth never return
But hours on wings our dream-
ing.

Far away where we may yearn
For time doth ne'er return,
Sweet zephyrs glow,
Shed on us thy caresses—
Night of love, O night of love!
Curiously enough the opera for Saturday night will be a good example of Russian comic opera and is named "Night of Love."

Denloff, who has been unwell for the last few days, although valiantly keeping his engagements, has been a favorite with the big Russian public for nearly twenty years. He is known as a star artist at Petrograd, at Moscow and at Kharbin. During the war he was mobilized and spent most of his time entertaining with his gorgeous toilet his fellows who faced the enemy. Fanteff, the baritone, also well known at Petrograd, was stationed on the Austrian frontier. But one and all of the artists partook and suffered in the Great Struggle.

Brunovsky, whose tenor voice has won so many good opinions, has a wonderful future coming. He is still quite young and he improves in his work daily. Radoff, the baritone, and Karish, the bass, are both in the first class and have

little to fear when faced with the heat that New York can bring to confront them.
The company has a fine wealth of talent in its women. There is Miss Mashir, so well known in South Russia and in Siberia; Miss Guseva; Miss Kusanakina; and Miss Guseva. They all have voices to be favorably compared with the best in grand opera.

I asked Mr. Heresnikoff how long the company had been in existence. He told me that some four and a half years ago some of the artists—Miss Guseva, Daniloff, Miss Mashir—were at Kharbin, one of the musical centers of Russia. Then came the trouble and they trekked it across the Cossack and most of them met again in Harbin. They formed themselves into some kind of a company, and since then have been gradually adding to their numbers, with the result that they now embrace most of the best operatic singers that Russia has produced. They came to Shanghai some time ago and met with a immediate appreciation. In Japan, a couple of years ago, they simply won a triumph. They were called upon to produce only three operas a month. Now show would call all houses to the limit for ten nights. They stayed in Java for eight months, and proved a tremendous success. In Calcutta, especially, and in most of the big towns of India, they also drew a self support. Now they are on their way to win further success in America.

For four and a half years the company has been just like brothers and sisters," said Mr. Heresnikoff, "and we have had our little quarrels they have been the light of brothers and sisters and will all be soon made up. We have all things in common. We have all the same amount of money for living expenses, no matter whether we are principals, chorists or instrumentalists. If there is anything over and above running expenses, we share it between the whole company." The principals get many shares, and the others get a share also—so the better we all do, the better we all are in pocket. We are all looking forward to our trip to America and hope that when you see them again it will be to tell on that the players of New York, Boston, Chicago, Washington and San Francisco have all given us the same hearty welcome that you have given us in Shanghai."

Every music lover will join in wishing the Russian Grand Opera Company a triumphal progress through the States.

Close Scores Mark League Cricket Games

(Continued from Page 1)

Willett, twenty-three from Ollerlessen, and an unexpected but one the least useful—35 from Barnes, who included a just six in his innings. Of the remainder, Danley with eleven was the only other batsman to get double figures, though Wilson also included a six in his total. Allison, cowering uphill against the wind, took 3 wickets for 37 in his twelve overs, Clifford with 3 for 4 claiming the next best average. Day, going on late in the innings, had the extraordinary analysis of 3 balls, 4 runs and no wicket.

Against the Recs score of 143, the Club opened very confidently, Clifford with 35 and Day with 19 giving them a good start that was not followed up until Allison arrived on the scene, when runs came more freely—16 knocked up 25 until Bhooora got past his defence, Simpson with 11 not out being the only other bat to get double figures. "Torrie" Wilson claimed 6 wickets for 33, Madar with 2 for 24 coming next.

Below are the detailed scores:
1. B. Ollerlessen, c. Hill, b. Clifford 23
2. Ellis, c. M. Smith, b. Clifford 2
3. Bhooora, b. Allison 1
4. Danley, c. Deeks, b. Clifford 11
5. Willett, c. Leslie, b. Allison 53
6. Avecha, c. Morris, b. Mancell 8
7. Smith 8
8. Manley, c. M. Smith, b. Morris 11
9. Madar, b. Mancell Smith 1
10. Barnes, c. Roberts, b. Day 25
11. Allison, b. Bhooora 3
12. Beverley, not out 0
Extras 4
Total 143

BOWLING ANALYSIS
O M R W
Allison 12 2 37 3
Clifford 9 1 36 3
Mancell Smith 7 1 31 2
Morris 4 0 31 1
Day 0.3 0 4 1

"A" TEAM
Clifford, c. Ellis, b. Wilson 35
Day, c. Barnes, b. Manley 40
Mancell Smith, c. Madar, b. Wilson 6
Deeks, c. Beverley, b. Madar 1
McNicol, b. Madar 8
Morris, b. Wilson 3
P. L. O. Hill, b. Wilson 0
Leslie, c. Barnes, b. Wilson 4
Allison, b. Bhooora 25
Simpson, not out 11
Roberts, b. Wilson 4
Extras 10
Total 147

BOWLING ANALYSIS
O M R W
C. H. Bhooora 12 3 35 1
W. S. Manley 11 1 45 1
T. W. R. Wilson 13 3 33 2
P. Madar 2 2 24 2

Baer: BIG SQUAWK AT ATTEMPTED SLUR

Roughtown Wouldn't Stand For Tax On Amateur Sporting Goods

BY "BUGS" BAER

Dear Sir:
It seems optional that of all the beautiful climate which can be gathered for the mere picking, Roughtown preferred to dress itself in an atmosphere of lying, science and Einstein theories. Glad Fowler was no more champion than whiskers are hair. Make one last game effort and try to tell the truth about Slipstick Allen.

Yours with gum drops, early springs and night falls,
PETE CARNEY,
First National Bank Building,
New Haven.

It is true that Roughtown had but four seasons. Lying, deceit, thievery and larceny. The three "I's" of Roughtown were rough, rough and rougher. The present Congress is not responsible. They would a tax on broad axes, cutlery, cleavers, guns, knives, saws, knuckles and jackknives. The tax was 10 percent if you got it and 10 percent if you didn't.

Roughtown crashed up in corrupted municipal pride at this season on their unfair city. Thoughts ran around in circles in square heads. A big whistling "swell" was held in the town theater. Roughtown would stand for most anything and fall for the rest.

They didn't kick when the Town Council demanded an extra fine for improving the condition of the gym hall. That was an improvement that every citizen could make use of. They didn't bawl over the top when the Roughtown legislature plastered a tax on the "mergency" ward in the Accident Hospital. That was also a luxury that affected every citizen.

But when a lot of terry-skulled swimmers started to lean a heavy tax on axes, knives, guns, cleavers, cobbles, cigars, pens, loaded dice, marked cards, the latest magazines, fixed roulette wheels, chewing gum, riot clubs, daggers and candy—there was the devil to pay and the fire out.

Everybody in Roughtown was madder than a chained watchdog at a hobo's convention. It was brother against brother and father against both.

Citizens gathered in angry knots. They were jolly little beggars. Like the farmers at Concord, they answered them, bull for bull. This was too much.

What? A tax on battleaxes, spiky poignards and delicatessen cutlery? Not a chance. You could ax anything in Roughtown and get nothing.

But there was one thing the jolly little beggars couldn't tax. Overflow meetings were held under a clogged sink. Citizens spoke out of turn. Orators passed the lie, the hat, and on two small pairs.

The bill was repealed like a banana. The Legislature curled up like a busted clock spring and went into cranial bankruptcy. Rough-town hung out banners to the breeze to celebrate the glorious something. Millions of thirts were raised by popular prescription.

Never again did any Roughtown Legislature try to put a tax on sporting goods.

BRITISH MAY PLAY DAVIS CUP GAMES IN UNITED STATES

Australasian Team Will Not Have Time For Trip To Europe

BY SAMUEL J. BROOKMAN.

New York, June 20.—By putting two and two together it is not difficult to arrive at the conclusion that the most important of the second round Davis Cup ties, that between the Australasians and the British Isles team is likely to be played in this country. Australasia already has cabled that a team of Antipodians is coming to meet the Canadians in the first round of the international event somewhere in the Dominion. With the preliminary over the Australasians would have just about a month in which to go to England for the second round and get back to the United States for the semi-finals in the event of success against the English. That

would be entirely too short a period for a trip to Europe, so aside from the question of expense, it is logical to suppose that the Australasians will stay here.
The British on the other hand owe us a visit in return for the journey our team made to Wimbledon a year ago. They are anxious also to be on the scene of the challenge round and compete in our national championships. The British association appears to be in favor of the trip to this country, so it is almost certain that the English team will come. Of course all this is based on the supposition that British Isles will defeat Spain and that Australasia will eliminate Canada in the first round ties, but there is no reason for doubting that in the least.

VETERANS ON TEAM

Following a series of tryout matches for the international team, the British Lawn Tennis Association practically has decided on the personnel of its Davis cup team for the second round tie with Australasia. Some of the younger tennis set may get an opportunity in the preliminary against Spain next week, but everything points to a team of veterans when the British make the trip to this country, as they probably will. On that team will be Major A. R. F. Kingscote, who for several years has been England's tennis ace; F. Gordon Love, who appears to be playing the best tennis of his long career right now; and Max Woosnam, who has impressed British critics as the most logical doubles mate for Major Kingscote. They have been playing together in covered court and hard court tournaments and have proved a smooth working, effective combination. Kingscote himself favors Woosnam's choice, and the former's opinion carries considerable weight with the British tennis powers.

Leading candidates for the fourth place on the British team are T. M. Mavrogordato and Cecil Crawley. Mavrogordato will be remembered as the player who upset R. Norris Williams 2d at Wimbledon last summer, while Crawley, after winning the final of the British covered court championship recently, gave the title holder, Andre H. Gobert of France, a great fight in the challenge round, the score ending 6-3, 6-4, 4-6, 6-5, 7-5 in favor of the Frenchman. It will be noted that Crawley won one love set and had a total of 23 games to his credit, which was exactly the number earned by Gobert. In the final set the result remained in doubt up to the final point.

Crawley, by the way, played doubles with James C. Parke against Harold H. Hackett and Raymond D. Little in the matches against the United States team in 1909. Mavrogordato, as a member of the British team of 1914, won both his singles matches against Belgium and repeated against France. He also played for British Isles against South Africa in the international tournament of 1914.

There is a bare possibility that James C. Parke, who announced his retirement from competitive tennis a year ago, may reconsider and indicate that he is available for the team. If he does so the British Tennis Association scarcely would hesitate to name him, for despite the fact that he has long passed the age at which tennis players are considered to be at their prime, Parke still is one of the best racket wielders in England. The memory of his defeat of William M. Johnston at Wimbledon last July is still fresh.

UNPRECEDENTED ENTRIES
Interest in tennis in Great Britain never has been any greater than it is at the present time. Tournaments are attracting unprecedented entries. Roehampton had to dispose of the phenomenal number of 600 matches in all divisions, and Hurlingham had almost as large a field recently. One of the younger players commanding considerable attention is B. I. C. Norton, who at the age of 21, won the championship of South Africa last year. Norton is now a resident of England, and has been competing with success in the early season tournaments. He reached the semi-final round at Roehampton.

The great drama, "One

Attractions At The Theaters

THE Russian Opera Company will sing but two more performances in Shanghai, "Tosca" on Tuesday night and "Tales of Hoffman" on Wednesday night. So delighted was the large audience with the rendition of "Faust" last night that good houses are assured in the last two performances of the sterling company.

"Tosca" is perhaps the best known opera in Shanghai. It has been sung here several times, once by amateurs. The full strength of the company will be heard in both "Tosca" and "Tales of Hoffman." Miss Mashir, the wonderful dramatic soprano of the troupe will sing the role of Floria Tosca in the production Tuesday night with Daniloff as Mario Cavaradossi. "The Tales of Hoffman" has never been heard here.

AT THE ISIS

In the list of theatrical offerings that are to be seen through the week in Shanghai it is of particular interest to record that the screen dramatization of Clyde Fitch's great laughing success "The Bachelor" is to open at the Isis theater tomorrow for a run of three days. As happens commonly with screen dramatizations of stage successes and well known stories the production appears under a new title and is called "A Virtuous Vamp."

At the Isis matinee today the final episode of the great army serial story, "Pearl of the Army" will be shown and tonight the feature of this Isis program will be "Her Kingdom of Dreams" in which Anita Stewart appears as star. This will be the final showing of this picture.

"The Argeville Mystery," which has been called one of the greatest detective stories ever screened is to be shown on week-end bills at the Isis opening Thursday. Nick Winter appears in this production in the principal role.

APOLLO THEATER

One of the remarkable pictures of the year which has attracted widespread notice in the United States is "The White Slave Traffic" which lays bare the workings of the white slave trade. The production is to be shown at the Apollo theater this week for three days opening tomorrow.

The great drama, "One

Hour Before Dawn" in which H. B. Warner appears as star is to be shown for the last time on the matinee bill at the Apollo theater today and the main offering of the Apollo bill tonight will be a strong human drama of studio life and the lure of the city in which the noted screen beauty Dolores Costello appears as star.

The sensational picture "All money" is to be the big week-end offering at the Apollo beginning Thursday. It is a remarkable love story that is woven into a plot wholly novel.

ST. GEORGE'S

A picture that has proved one of the big recent successes is "A Man and His Money" which is to be presented tonight at St. George's Open Air Cinema as part of a varied program. Polo matches, fashionable country clubs, dashing clothes—these are details of the story, the play of which is altogether ingenious.

Norma Talmadge's greatest recent success and one of her greatest pictures "Poppy" is booked to be shown at the Open Air Cinema for the week-end beginning next Thursday. This is a production in seven parts which unfolds the dramatic story of a young and beautiful girl who graduates from drudgery to refinement. The story is laid in South Africa and is noteworthy by reason of its realistic settings.

AT THE OLYMPIC

The great spectacular picture "The Back of Rome" with its marvelous settings and thousands of characters is to be the offering today at the Olympic theater. The production is being given as a special program and will also be shown on a matinee bill today.

VICTORIA THEATER

Wallace Reid's great comedy picture "Believe Me, Xanippe" which has scored a remarkable success is to be shown today, tomorrow and night at the Victoria Theater. In this story the star wagers \$20,000 that he can force a check, notify the police of the crime and then elude them for a year. His exploits in his effort to win the wager hold the interest of the audience from beginning to end. New episodes of the serial "The Screaming Shadow" will be shown today on the matinee bill at the Victoria.

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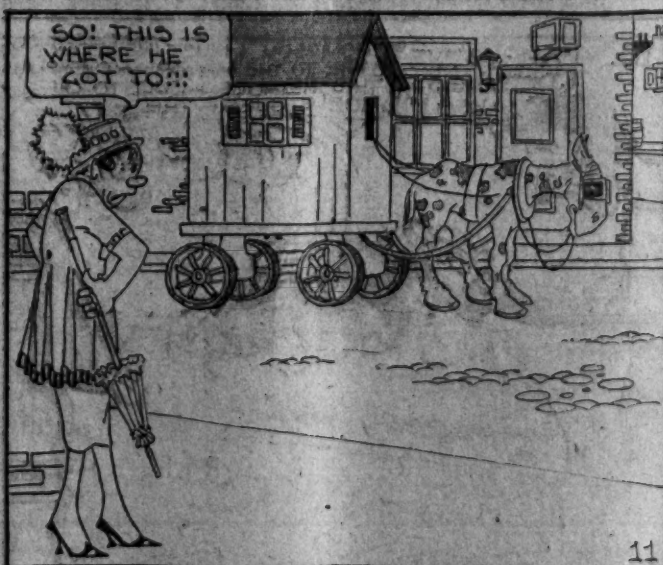
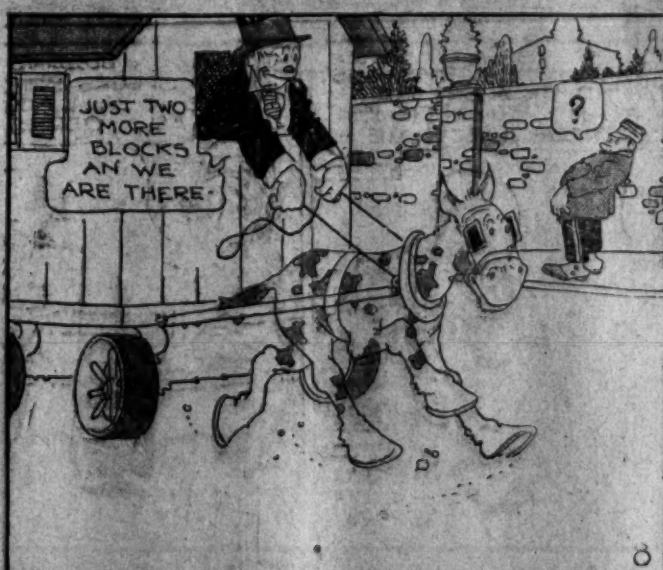
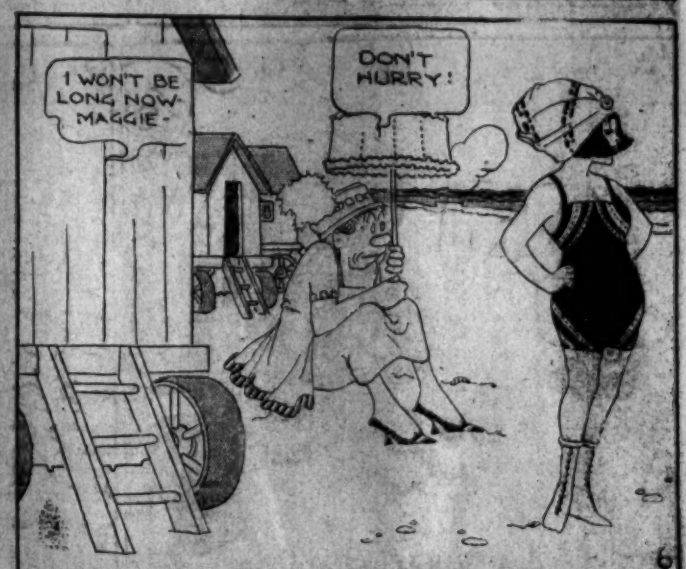
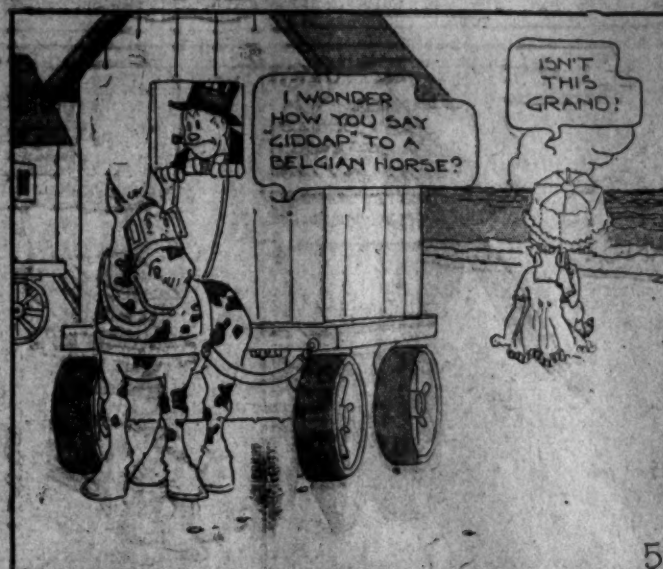
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Comic Picture Section

Sunday, July 24th, 1921

Bringing Up Father





Little Jimmy

